Grand·Prix

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BRAZIL GP

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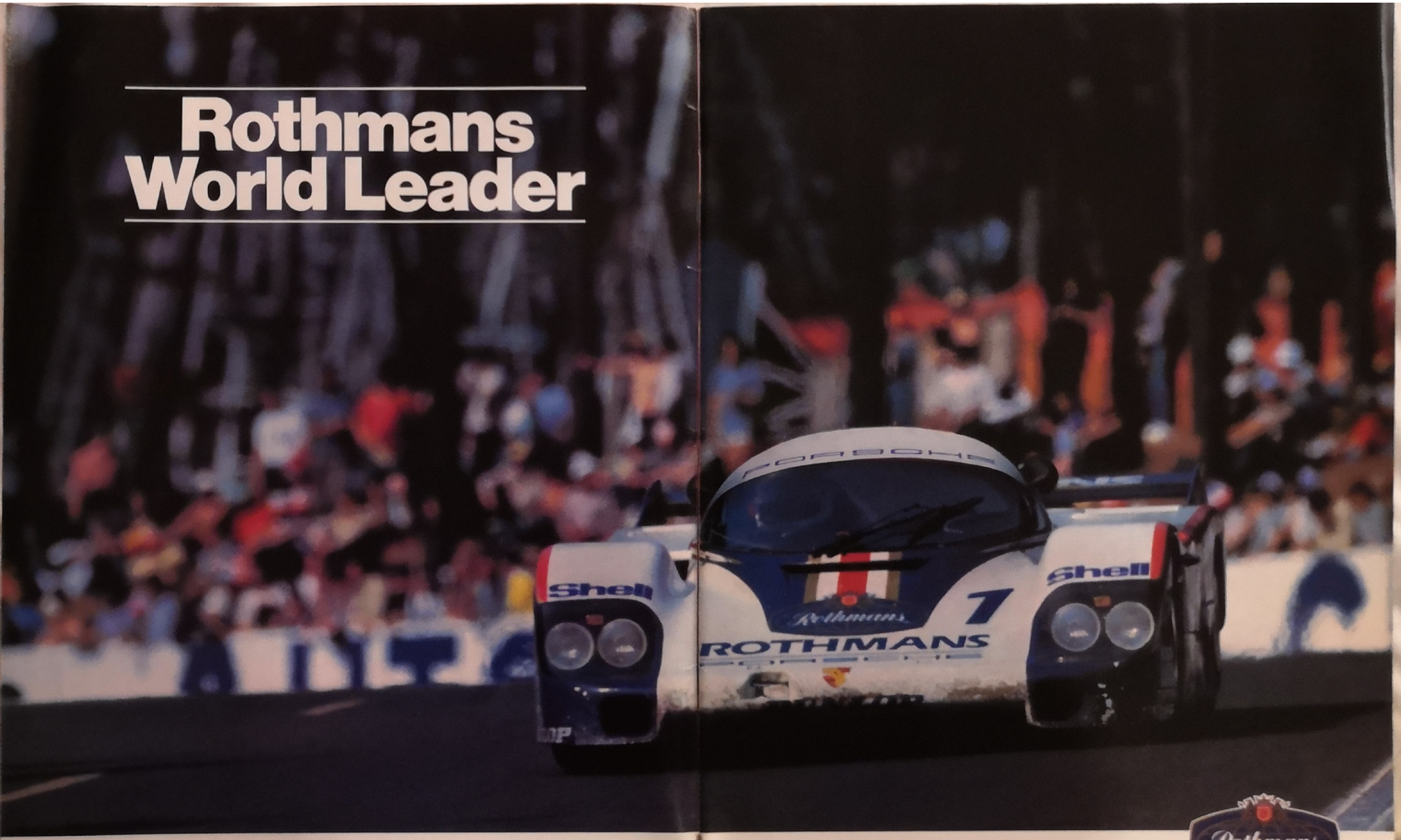
Rothmans World Leader



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THE ULTIMATE DRIVING MACHINE

IN THIS ISSUE

PAGE 6
PADDOCK NOTES FROM RIO

PAGE 10
PIQUET: NEW MINTED

Nelson Piquet won in Brazil for the second year running, but this year's win was very different to last year's. For a start, he was using the brand new Brabham-BMW BT52 and made a pit stop. But while Nelson rejoices in victory, our new columnist, World Champion Keke Rosberg tells us his unhappy story, and Patrick Tambay and Derek Warwick explain how they fared in the season's first Grand Prix

PAGE 14
PRACTICE

How Keke, the Williams and his normally-aspirated short stroke Cosworth left the turbos panting.

N° 60
(LONG BEACH)
WILL BE ON SALE
ON MARCH 30,
1983

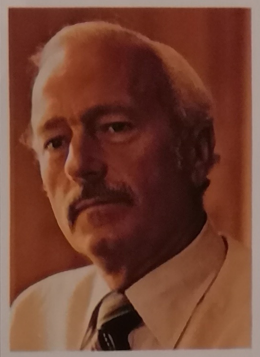
Grand·Prix
INTERNATIONAL

PAGE 16
THE RACE

Two potential winners started with half full fuel tanks. Nelson Piquet soon proved to be the faster, and the fiery fuel stop in the Williams pit swung the race in his favour.

PAGE 20
RACE STATISTICS AND LAP CHART

PAGE 22
COLIN CHAPMAN: BLACK AND GOLD



Colin Chapman's sudden death left the world of Grand Prix racing that much poorer. In our first issue of the year, we take a look back at the man with the golden hair and black cap whose personality was so allied to Formula One racing. Walter Hayes of Ford also pays his tribute.

PAGE 28
EURORACING: MARRIAGE ITALIAN STYLE

When is an Alfa Romeo not an Alfa Romeo? Answer: when it's a Euroracing. A what? GPI went to Senago, north of Milan, to meet Paulo Pavanello, the man who runs Alfa Romeo's F1 team by proxy.

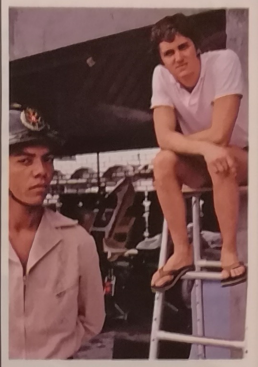
PAGE 32 AND 46
POSTCARDS FROM RIO

PAGE 34
THE GRAND PRIX IN PICTURES

PAGE 48
EXTRA, EXTRA

Jacques Laffite was disappointed after practice, but bounced back in the race. Marc Surer, the most consistent finisher in F1, opened his points score in the unfancied Arrows.

PAGE 50
THE JOLLY GREEN GIANT



Eddie Cheever, that most European of Americans, has quickly made his mark within the Renault team. The mechanics like him, and he's looking forward to his best season ever.

PAGE 54
COCKPITS

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The paddock in Rio de Janeiro

READY CASH PLEASE

Former world champion Alan Jones, who announced his willingness to return to the track with as much spontaneity as he retired from it, is due in Willow Springs, California next week to sit in an Arrows car. Whether he will do more than sit in it for a few trial laps is a question that is exercising the minds of much of F1, where Jones' qualities as a driver are well-known and appreciated, but where his hard-headedness and aggro are somewhat less liked. At least by those whom Alan Jones does not favour, which includes not a few of his colleagues and almost any journalist whose English is not up to Alan's mark. The question arises because the price of Alan's return is high: £2 million for himself and £1 million to run a car in the style to which he was accustomed at Williams. For Arrows boss Jackie Oliver, that is a large sum. Jackie has kept himself afloat for some time now, but never at that level. Cornered in the Intercontinental before the race, Jackie said right out that he had the money in the bag. Talk to Jones on the telephone (and he now calls nearly every day to keep in touch with who is doing what) and you get a flat denial. *"If he's got it, I haven't got it in my pocket yet,"* said Jones.

Well, we all know what the credibility gap is.

Jones' presence in California is, in fact, a trip planned some while ago. Some Down Under friends are making a documentary film in which it is hard to see Jones in anything less than a starring rôle. They provided Alan with his minimum requirements for displacement: a first-class round-trip ticket and a brown envelope stuffed with spending money. So Jackie O, is picking him up, so to speak, on the hop. To glue him down is going to take cash.

Asked if he had any message to convey to the world, apart from the fact that he got bored in Australia, missed the F1 scene, is overweight and has an incompletely-healed leg, Jones said: *"Yeah, greetings to my many French friends."* He always was a man who wanted to be loved.

OLIVIER CHANDON

It is somehow fitting that a few words should be said about Olivier Chandon in this, the first GPI of the 1983 season. For he, like the coming season, brought change; from Can-Am to Formula Atlantic with a new team under Fred Opert. With it came hope and promise, and Olivier had a lot of both. He was a very familiar figure at motor races; there was always a smile, and an understanding silence for his friends in times of need. In his case the saying "only the good die young" is true, for selfishly, we are denied the pleasure of seeing his rise through the ranks, and dining with him in our old age.

Our deepest condolences to his family, and let us hope they keep his spirit alive with Champagne at every Grand Prix.

EXEUNT OMNES

Most seasons have their casualties. This season at one time seemed likely to have more than most. In the case of Emerson Fittipaldi's team, the announcement of the death was terse. And clear. It was all due to the lack of sponsors.

Well, the Fittipaldi team had long been in trouble of one kind or another. First it ran into political trouble when it accepted sponsorship from Copersucar, which was shown to have extensive and not

very pretty relations with Sao Paulo's right-wing goon squads. Then it ran into difficulty when neither Emerson nor anyone else could get results. In fact, by the end, Emerson's one-time lustrous reputation as a driver (which cannot be challenged) was getting slightly tarnished by a nascent Fittipaldi tendency to commit metaphorical suicide in public on the tracks of the world.

Sponsors came and went, engineers, drivers, ideas. There was no continuity to any of it. It comes as little surprise to learn, then, that even the Mother House of the Fittipaldis, a Mercedes dealership and largish orange groves, was in trouble too, following the collapse of the motor racing team, which left behind debts reported to amount to some $400,000.

Emerson's farewell address says that he will continue to seek sponsorship and hopes to come back into racing in 1984 or 1985.

Much as one may regret it, this seems unlikely.

In a Brazil that is football mad and yet cannot afford to stage a World Cup that sort of money is just not around for enterprises designed solely to boost national prestige. Nor are all Brazilians convinced that were the money available, the Fittipaldis would be the right persons to receive it.

BAD NEWS FOR BOUTSEN

Until recently, it was taken for granted that Thierry Boutsen would have the honour—and the responsibility—of driving the Spirit-Honda F1 in its first race. It was, after all, the young Belgian who first sat behind its wheel. But as FISA's list of entries confirms, it will be Stefan Johansson, Boutsen's team-mate, who gives the car its racing debut.

The decision has taken quite a few people by surprise—including Boutsen himself: *"I've got to admit that I'm totally mystified. All I know is that the decision came from Japan. Wickham and Coppuck had nothing to do with it. If anything, they were against the decision. I'm disappointed because I've put in more work with the car than Stefan—and my times were better than his. No, I really don't understand and I'd like an explanation. The only hope I've got is that Spirit-Honda decide to race a second F1 this season. John Wickham has asked me to continue to help develop the car, which is a promising sign."*

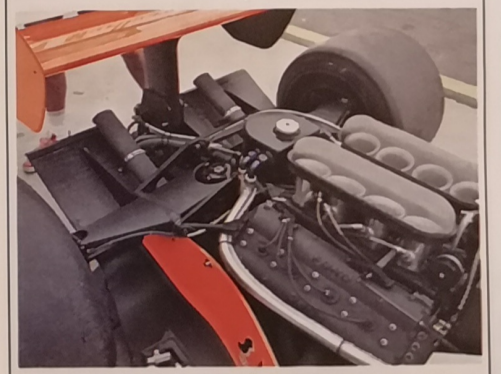
Thierry's disappointment is all the more understandable because during the off-season, he was approached by Arrows, Tyrrell and Theodore: *"I would have had to bring in more money, but I'm sure I could have done it. I didn't follow up these contacts because I had no way of knowing that I wouldn't be driving the Spirit-Honda."*

while John Watson—who had been given last year's engine "in the interests of reliability"—was destined to suffer a dropped valve.

SCHLESSER MARCHES IN

One of the most surprising newcomers to this year's Grand Prix scene will be Jean-Louis Schlesser. Jean-Louis' critics will say that he's never won a single-seater race, and that the late Jo Schlesser's nephew doesn't deserve his seat. But Jean-Louis' friends (and he knows nearly everybody who is anybody in F1) will say that he's proved his worth.

Most people would agree that he has talent, but his career has been marked by rather too brief flashes of brilliance. There was pole position in the Euro F3 round at Croix-en-Ternois six years ago when he first raced in F3, and some good



HOTTER FORDS

Forced to react to the superior power of the increasing number of turbos, Cosworth Engineering has developed a short-stroke version of the classic DFV Ford V8 engine. To be known as the DFY, it was hoped that two or three of the leading "aspirated" teams would have the new 3-litre available in Rio, although this was not to be. Instead, most of the leading teams were using an interim development of the standard stroke DFV. This is based on a kit of camshaft and valvesprings which increase power from 500 horsepower to around 520. First developed last year exclusively by Williams, the kit is now being comercialised by Cosworth as the 'DA12'.

Both Keke Rosberg and Niki Lauda used the more powerful DA12 engines without trouble in Rio, races in the semi-works F2 Maurer last year.

But it was Frank Williams who gave Schlesser his chance with a test drive at Croix last year. The Frenchman seized the opportunity with both hands, and proved to be quicker than Williams' test driver Jonathan Palmer. Never lacking in confidence, Schlesser began contacting F1 teams, and three seemed interested: Toleman, Osella and March. Finally, it was the latter who agreed to run him in F1.

Schlesser hopes to find a sponsor, but for the moment, the amount of money that he has appears to be enough for John Macdonald to run him. His first race will be the non-championship Race of Champions at Brands Hatch, followed by the French Grand Prix a week later.

RIGHTS AND WRONGS

"Today, March 10, we can say that the FIA Formula 1 World Championship is starting under the best possible conditions and in a calm and peaceful climate.

"Please allow me to underline the fact that the whole future of the World Championship depends on how the Brazilian Grand Prix is run.

"At present we have an excellent press, but all the media, sponsors etc. are going to judge Formula One as a whole on this Grand Prix which they have been awaiting with impatience for 3 months.

"All of us: drivers, constructors, FISA, CBA must together make an exceptional effort in this Grand Prix to give back to Formula One all its glamour and prove that it is the top level of world motor sport.

"If we achieve this result here, you will benefit from the enthusiasm of public opinion and of all the media, all over the world. Which will put us one step ahead of other sports.

"FISA wants all the regulations respected with courtesy but with firmness not only during this Grand Prix but throughout the whole season, not only as far as the weight of the cars is concerned, but also the safety regulations, the cubic capacity, the composition of the fuel etc.

"All the FISA delegates are at your disposal to help you solve your problems.

"Good luck for this Grand Prix."

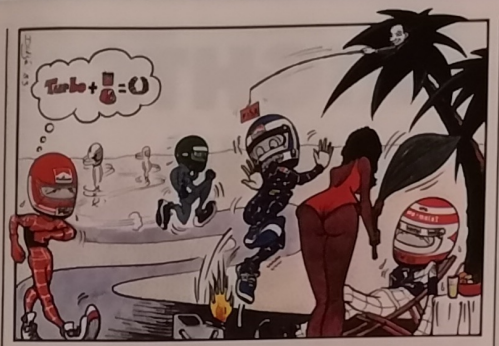
This letter signed by Jean-Marie Balestre was circulated in considerable numbers throughout the paddock. It clarified FISA's position: that everything would be done to make Formula One the figurehead of world motor sport. This obvious good will, which tried perhaps too hard to influence journalists, also caused problems. There was de Cesaris who was forbidden to start after he had transgressed the new weighing rules (quite justifiable), and the disqualifications of Rosberg for being shoved back onto the track after his unfortunate pit stop, and de Angelis for wrongly swopping his Lotus-Renault for a Lotus-Cosworth.

FISA was legally justified in imposing these penalties, but these actions rather dulled FISA's aim in wanting to redeem itself on this sultry weekend. The night after the race, the atmosphere in the lobby of the Hotel Intercontinental was almost as warm as the tyres had been out on the track a few hours earlier. So it seemed that Formula One was back in its old rut where clauses and rules reigned supreme rather than actual sporting competition.

However, Jean-Marie Balestre has the right idea. Formula One's latest challengers are good looking and spectacular to watch because they are no longer riveted to the track, and it seems they are also safer. Once the Brazilian fuss has died down (and it's Brazilian excitement for the second year in succession,) it can only be hoped that motor sport will slip back into peace and quiet. Let's hope that's what happens under the Californian sunshine at Long Beach.

GPI

The paddock in Rio de Janeiro



LAFFITE: LIGHT

When the cars are weighed in the pits, the drivers remain in them so that it takes as little time as possible. Consequently the driver's own body weight has to be subtracted from the weight of the car when the driver is seated in it. Consequently, all the drivers had to be weighed and they had to be weighed complete with the equipment that they wear in the car: helmet, gloves, overalls, the works. In case a driver's weight should change during the season, there will be a be a second 'weigh-in' later in the year.

Well, we couldn't resist the temptation of revealing just who is heaviest and who is the lightest. And weighing in as the flyweight of them all was Jacques Laffite who also happens to be the oldest of all. There must be something to age after all!

Here's the weight-in, with the heaviest (and one of the youngest) first: Cheever, 80.8 kgs; Tambay, 80.4 kgs; Mansell, 80.0 kgs; Jarier, 77.8 kgs; Serra, 77.4 kgs; Salazar, 76.6 kgs; Warwick, 75.8 kgs; Winkelhock, 75.6 kgs; Ghinzani, 75.4 kgs; Giacomelli, 73.0 kgs; de Cesaris, 72.8 kgs; Boesel, 72.4 kgs; Sullivan, 72.2 kgs; Lauda, 71.2 kgs; Alboreto and Fabi, 70.8 kgs; Cecotto, 70.4 kgs; Baldi, 68.0 kgs; Rosberg, 67.8 kgs; Arnoux and Surer, 67.2 kgs; Piquet, 67.0 kgs; Guerrero, 66.6 kgs; Prost, 65.4 kgs; Laffite, 61.6 kgs.

F1s WEIGH IN — RELUCTANTLY

New for Rio was FISA's procedure to ensure that the cars complied at all times with the new, lighter 540 kg F1 weight limit, introduced to combat last year's controversial exploitation (by certain teams) of the inadequately defined regulation.

In theory the principle was simple. Approximately one in five cars would be selected at random by an "electronic device" as they entered the pit lane during official qualifying and weighed by FISA officials.

But doubts arose among some team managers when it became apparent that the portable electronic scales in use at this first race could not be relied upon to function accurately at the very high ambient temperatures. Eyewitnesses claimed that the scales varied from minute to minute during a pre-GP test by as much as two kilos, but this was denied by a FISA official. One team manager claimed that the official was the same one who had secured the disqualification of Niki Lauda from 3rd place at last year's Belgian GP — for being two kilos under weight.

There was additional dissatisfaction when it was revealed that the "electronic device" required by the rules was FISA's F1 technical engineer Gabriele Cadringher. *"And Gabriele's a human being who is as susceptible to being bribed as anyone else,"* said one team manager.

In order to determine the weight of the cars alone, without drivers having to climb out, the Stewards of the Meeting summoned competitors to a pre-race weigh-in at which they were required, like jockeys, to turn up with silks and saddles (overalls and helmets). The lightest was the oldest, Jacques Laffite (61.6 kilos and 39 years), while the heaviest was among the youngest (Eddie Cheever, 80.8 kilos and 25 years). For the record, world champions Nelson Piquet and Keke Rosberg weighed in at 67.0 and 67.8 kilos respectively.

In spite of the inevitably hasty preparation and certain difficulties manhandling the now starter-less cars away from the weighing area, the procedure worked well. In the absence all weekend of any detectable cheating, the only problem was the refusal, on Saturday afternoon, of Andrea de Cesaris to allow his Alfa Romeo to be weighed when signalled by the FISA officials.

Behaving emotionally because of a series of time-wasting turbo problems, Andrea ignored the instructions, he said, *"because the car had already been weighed once, and the lap I had just done had taken more than seven minutes because of an engine failure."*

Responding in the only way available to them, the FISA officials did not have any hesitation in disqualifying Andrea's practice times and refusing him permission to start the race for which he had been preparing for more than five months. *"After all the slackness last year, it was right that they should be so strict at last,"* said the manager of another major team.

NYGP IS ON

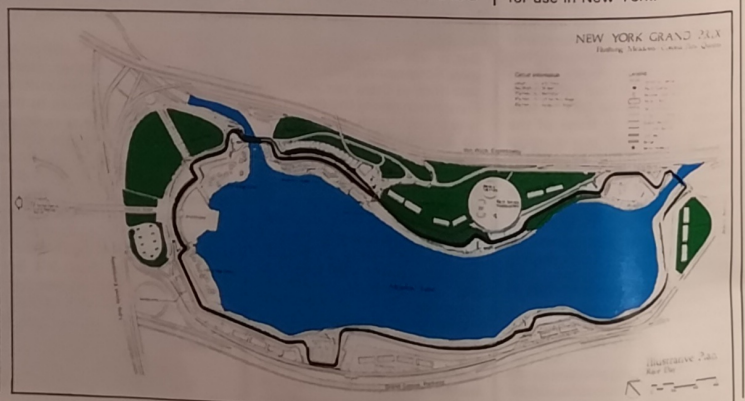
As everyone prepares for the last Long Beach Formula One Grand Prix, preparations are going ahead on the East Coast for the first New York Grand Prix. We recently met Dan Koren, president of New York Grand Prix Inc and his director of operations Alan Wilson who told us that everything was going ahead according to plan.

The New York Grand Prix is the brainchild of Bernie Ecclestone among others, and it was the FOCA president who found Koren, an urban planner who had worked under New York mayor John Lindsay. They managed to set up the working machinery for the planning of a Grand Prix in New York, something that others had failed to do in 1970 and 1972. However, finance to the tune of $8.2 million has had to be found, and this has come from John Rosart and his son Doug, real estate agents from Toronto, Canada, and it is they who are underwriting the considerable costs of running the New York Grand Prix.

Together, Koren, the Rosarts and New York City have found a suitable site around Meadow Lake in Flushing Meadows, just seven and a half miles from Manhatten. This is the site of the 1939, 1964 and 1989 World Fairs and as an existing park, is ideal for a circuit. A 2.57 mile track is planned around the lake, and all of it will be on specially laid roads. It will be 35 feet wide at its narrowest. What will make it especially interesting is that it has been dictated by a number of permanent features including playgrounds, two hump-backed bridges and a large amphitheater.

The two bridges will make for spectacular viewing, and it is hoped to incorporate the amphitheater seating at a later date. There will be a 60 foot wide pit lane, and all the teams and cars will be garaged in a specially made 720 foot × 60 foot tent. Hospitality suites and areas are planned, while helicopter pads and a hard-surfaced control area are already on site.

There will be grandstand seating for all 80,000 spectators — amusingly, these will be the same grandstands as those used at Detroit and Miami, and the same bridges will be brought up from the Miami IMSA race in February for use in New York.



Some doubt has been cast as to whether the race will actually happen. But this, says Koren, is because of the various legislation that has to pass through the City commissions to enable such an event to take place. It is expected that confirmation that the race will take place will be announced by the City of New York at the end of March, that construction will be started at the beginning of April and that the track surface will be laid in the second week of July. All the staff is ready to go, the construction firms have been hired, and consultants (including as many as 15 architects) are already working on the project. Over 5000 rooms in New York city have already been booked for teams, press and the organisers, in this case the International Motor Sports Association (IMSA).

So the New York Grand Prix is on. It's scheduled for September 25—see you in the Big Apple.

CLEVER TIMING

It is well known that F1 is competitive: on the track and off. It seems the Williams team came up with a new wrinkle in pre-testing in Rio. Thinking it might be wise not to give too much of the game away, they set their timers at the hairpin three-quarters of the way round the Rio circuit and then had their drivers lift off for the last quarter.

The result was a series of misleading Williams times and some dismissive remarks from rival teams about how Williams was really not in the running.

"It gave us a lot of fun to see some of the others testing, beating their chests about how fast they were and how slow we were," said a team spokesman. *"In fact the times we established in official practice* (which put Keke on pole) *were nearly two seconds slower than the advance indications we had, led us to expect. A lot of people were surprised to see Keke on pole. We were not among them."*

GPI GOES ENDURANCE RACING

We brought out two Grand Prix International issues devoted to endurance racing last year, and they were such a success that we are publishing five issues in 1983. They will cover the World Endurance championships, the personalities and the cars, and the various other related championships throughout the world, particularly the IMSA series. The first of these issues will be on sale on March 31, while our pre-Le Mans issue comes out on June 9. Our Le Mans issue will be out on July 14—it was a sell-out last year—and the fourth issue comes out on September 29. The end-of-season round—up is published on December 14. Each issue will be 96 pages, tremendous value with the best colour pictures available, at only £2.50 with a free poster in each issue.

SILMAN STITCHED UP

Every year in Rio racing visitors are warned of the dangers to be found in a city where much of the population is unemployed and hungry. This year's most serious casualty was Toleman team manager Roger Silman, who was struck in the chest as he went to the aid of his girlfriend Lindy Swainston when a young *carioca* brigand tried to snatch her hand bag.

It was only when Silman had floored the culprit that he realised he had been stabbed. After a couple of hours in the less than sanitary casualty department of a local hospital he was released with five stitches in the wound. By race day he was back in active service.

The incident was indeed unfortunate, for on the day before the stabbing both FOCA's Bernard Ecclestone and FISA's Jean-Marie Balestre had been presented with the keys of the city in recognition of the prestige which the race has brought to the "cidade maravilbrea" ("wonderful city").

It was also a setback for the local tourist organisation, Riotur, which sponsors the race to encourage visitors to Rio.

Our advice to would-be visitors is to avoid wearing or carrying items which are clearly valuable, especially on outlying beaches like the Praia do Pequino near the Intercontinental hotel. And, as Silman himself suggests, stay away from the golf course, where one of his mechanics took a tumble while chasing a lost ball... only to suffer a broken leg.

LAST LONG BEACH GP NEXT WEEK

The 1983 Long Beach Grand Prix, the eighth world championship race to be run through the streets of the Southern California seaport, will be the last — at least for Formula 1. Starting in 1984, the race will be promoted by CART (Championship Auto Racing Teams) for single-seaters conforming with the American Indy-car regulations.

The Long Beach race was little more than an impossible dream when English travel agent Chris Pook suggested it ten years ago. But Pook overcame every legal and physical obstacle to stage an event which has coincided with the city's rise from obscurity to world fame. Unfortunately the LBGP has not been as great a financial success as it has for the city's prestige. American race fans have not found the names of the international drivers as familiar as those of the Indy-car stars, and have stayed away in disappointing numbers.

Now it seems that CART chief Roger Penske will step in where Bernie Ecclestone once reigned. *"Everywhere that we race, it appears that CART has tried to make a deal,"* said one concerned F1 team manager in Rio, *"and they're offering a race at half the FOCA price."*

RENAULT
elf
MARCELLI MACHINERY
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elf
RENAULT
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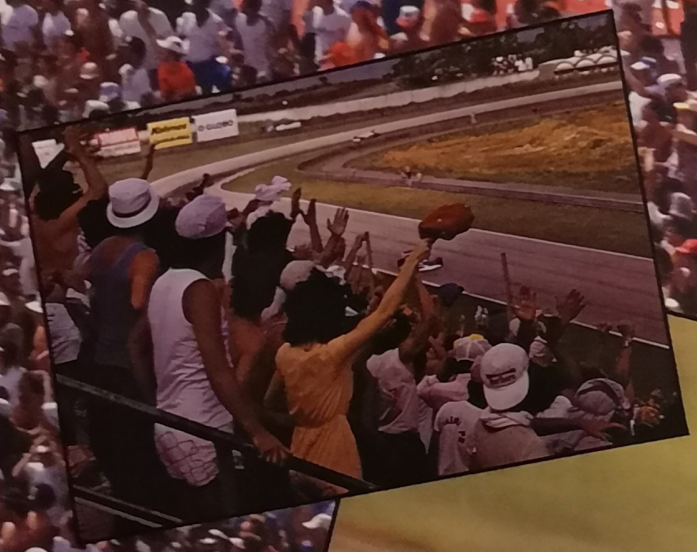
PIQUET: NEW MINTED

A year ago, Nelson Piquet also won in Rio. A year ago, Nelson could hardly stand at the end of the race. This year it was a different story: a victory of stamina as well as intelligence, and Brazil was dancing in the streets.

by Keith Botsford



It was plain in the Brabham pits as Nelson drove past the finish line that this notable victory for Piquet was a tribute as much to Gordon Murray as to his driver. *"Just give me a few minutes alone with Gordon,"* said Piquet. There is no doubt as to what he said: the car was brilliant, solid, intelligent, capable and did everything it was asked to do. But then, so did Nelson. I got to Gordon first, while Nelson was still doing his lap of honour before the 80,000 fans who had clogged the flat track at Jacarepagua.

After two days of broiling sunshine, the sky was overcast and heavy, almost threatening. The humidity was high. But the packed stands along the straight were crowded with chanting, dancing Brazilians. Their darling, who had let them down somewhat last year (or so they thought) was back in form.

And Murray said: *"It was just a fantastic race. There is no other word for it. It was the race of a cool man who is the complete master of his art. If ever you wanted proof that races do not always go to the quickest, Nelson provided it today. He is like Niki: he drives with his head. He conserves energy. He knows when to go flat out and he knows when to hold back. It was a performance of astonishing maturity."*

Even while Murray was delivering this eulogy, Piquet was standing, cool as frosted glass, on the podium, alongside a flushed Keke Rosberg, who'd done

→

everything he could, by God! to upstage Nelson on his home ground.
The next to stop in was Patrick Head, the Williams designer, so say: *"Congratulations, damn you!"* It was clear Patrick meant it. Meant the compliment and meant the rue. The whole thing was a far cry from Friday practice, when a gloomy Murray said he wasn't really expecting much. Or was that just umbrella talk?
What really dominated Nelson's weekend, however, was a new calm. It was something we hadn't seen in him before. Once the man of tics and twitches and of long moody silences, the new Nelson of Rio was all relaxation and sangfroid. He was also, as Murray pointed out, very *fit*. Once warm-up on Sunday morning showed that the gear-tow problems were solved, Nelson was very much in his element. He chatted about skiing and sailing, ate a cool pear, put on his helmet and was off and flying. To come back, victorious, and say: *"It wasn't tiring in the least. I could do another race if I had to. Nothing in F1 is easy, but I had a calm race: that's not the same as easy.*
"The secret is the fantastic preparation the team made. There was nothing improvised. Every little thing had been thought through a dozen times. Look at the refuelling stop: 17 seconds and I was away."
I'd watched them practice in the morning. Nelson was right. Nothing was left to chance. They did it six times, each more faultless than the last. Had he been worried? Considering what happened to Keke? *"Not at all,"* said Nelson. *"I had complete confidence. Everyone at Brabham concentrates 100 percent."*
Physically he was well. Had there been fatigue and stress of another kind? *"To concentrate at 100 percent or over through a long hot race does drain you. You just can't stop thinking, you can't relax. Mind you, it was also a help that it was a lot less hot than during practice."*
So calm was Nelson that when he came back to the Intercontinental, while the rest of the F1 family was acridly arguing about Rosberg's disqualification, Nelson calmy posted Sylvia downstairs in the lobby and toddled off upstairs to sleep like a contented baby. And one with every reason to dream sweet dreams.

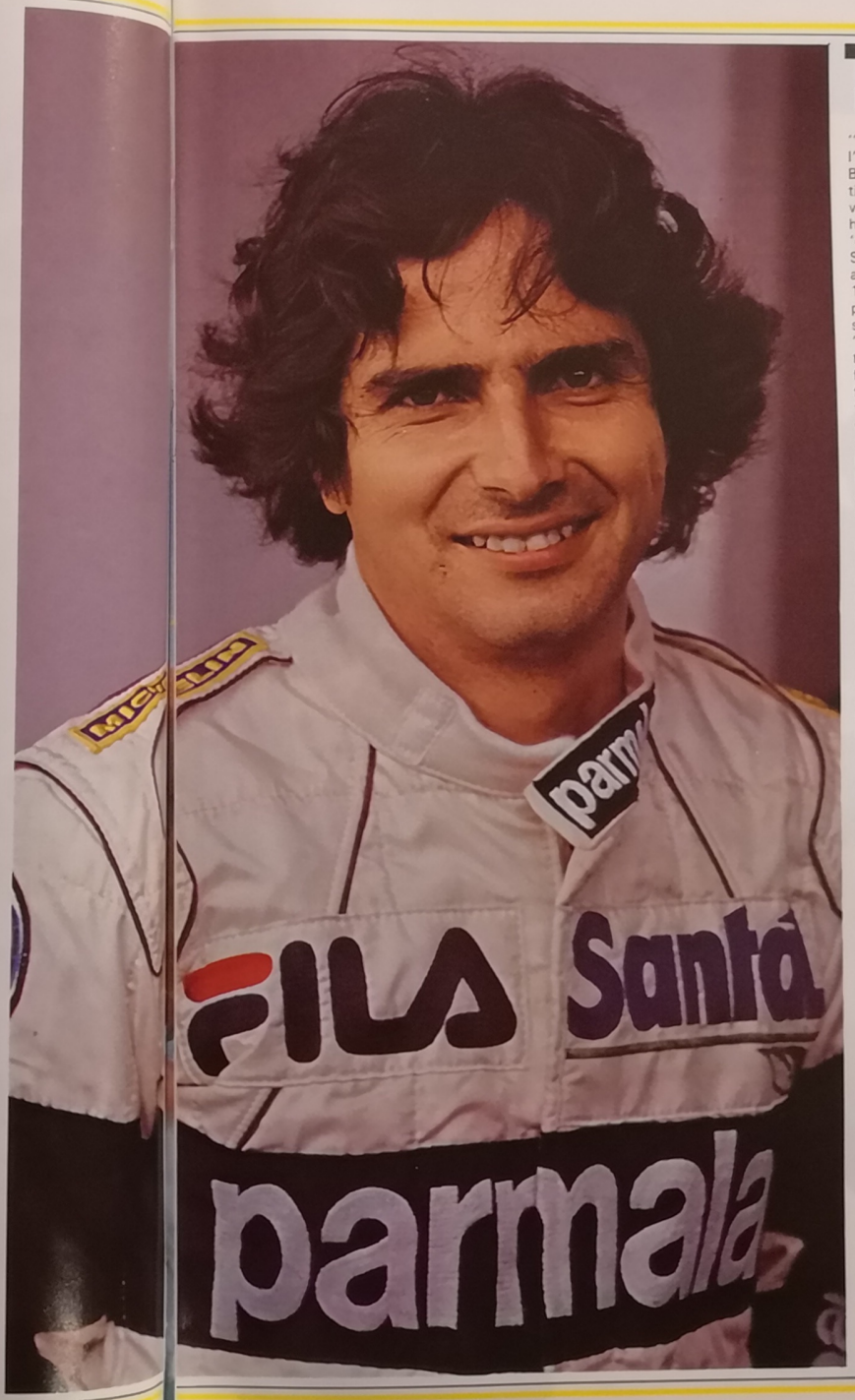
PATRICK TAMBAY

"It's no secret that I ended last season with some quite severe physical problems, so this was an important test for me. I passed it well. We opted for a soft compound and for the last 20 laps there was no rubber left on them. Next, there was the difficulty of racing against lighter cars that were going to refuel. A good idea, yes, spectacular, good value for the spectators, but not entirely sporting. At the start both Piquet and Keke were 150 kilos lighter than me.
The first 30 laps were okay, but after that I was in the same boat as Prost and Laffite, both of whom had to carry full tanks. Mind you, I don't think the result will be to Ferrari's disadvantage. On the race in general, hats off to Gordon Murray. He designs and builds a car in 2 1/2 months, barely tests it and goes out and wins a race. He also built a car so safe that it ought to be a model for all of us.
"I have no doubt we will do better, but that's in the future. Now I'm off to do a little promotion in Los Angeles and then to spend some time with my family in Honolulu, at home: which these days means America."

DEREK WARWICK

"Frankly, the car is very delicate to handle. I started with a very low ride height, but handling improved during the race, in the early stages of which I had what I'd call a good race with Baldi, whose car was doing the opposite of mine: he was quick up the straights and slow on the corners. Eventually, we had a coming-together. Baldi moved over to let Lauda through and I was right up Niki's gearbox; when Baldi came back in, I was already committed and we touched: both of us went off into the grass. I got back, but of course I'd lost three places.
The main problem is the car being so delicately balanced. About half way through it developed understeering, especially on the slow corners. My revs went and I had trouble coming out of the corners. With a problem like that in a turbo, you get none of its advantages and all its disavantages. It was a hot race and a hard race for me: we have frontmounted radiators and that built up the heat. I think we could have been in the points, but our real limitation is financial. There's not enough money for the development we need; but I consider it was all in all a creditable performance".

At about half nine, he was off to a pub in town which he and Gordon Murray fancy, called the Jolly Roger or some such, a fake Olde Englishe Pubbe with half-timbers and the whole Tudor bit. Murray avowed that it was quite possible they might get just a little drunk.
Nelson had done his job. He had led from the fith lap, gone through a change of tyres and a rapid refuelling, had held off a late challenge from first Lauda and then Rosberg, put his foot down when he had to and conserved his energy when he didn't have to. Intelligent, the little man. Calm, cool and now a veteran: one of the best.
Did the future look rosy? *"There's no logic in this game,"* said Nelson. *"What you win today, you lose tomorrow. Of course I've got my hopes, but I know the perils of over-confidence. One race does not a season make."* Still, what a race!



Thanks to two successive home Grand Prix wins, Nelson Piquet has become a national hero. This time, however, his victory wasn't marred by a disqualification. (photo: B. Asset)

KEKE'S COLUMN

"This is the second time in two years that I've been kicked out of the results of the Brazilian GP. The difference is that last time, when Nelson only just beat me, he was disqualified too. It's a tough thing to have to accept, especially when your 'crime' hasn't given you any advantage. Still, the loss of the points shouldn't be allowed to discourage us. We won the 1982 championship without the Rio points, so there's no reason why we shouldn't do it again in '83.
"We had planned our pit stop for more than a week. To allow us enough to fit four new tyres and put in a half tank of fuel, I knew that I had to make up a 'cushion' of at least 60 seconds. The car was, of course, much quicker than normal at the beginning of the race because I started with half tanks, on softer rubber than usual. For a few laps, I was even able to stay ahead of Nelson — who was also planning a stop.
"Unfortunately, after about five laps I knew that I had put a blister on the left front tyre. All the handling characteristics of the car changed, and I soon saw all the others catching up. But unless I was prepared to make two stops (which I wasn't), I couldn't come in to change the tyre for another 22 or 23 laps.
"I'm not exactly sure what happened when I stopped, because I didn't notice anything until suddenly there seemed to be fire in my helmet. I was worried about losing my moustache, so I leaped out. But then Patrick Head, our designer, started to shout some very rude things at me. The mechanics belted me in, and I was back into the race, having started the engine in a manner of which the stewards did not approve.
"I think I drove a good race then, because the car felt perfect again with fresh tyres. I had come to Brazil wanting to show that I'm world champion, and I hope I made my point.
"It was sickening to have the hard work of all the team rewarded like that. Naturally I think that the punishment should be lighter, because we had lost a lot of time as a result of the fire, which incidentally was only a flash of igniting fuel vapour.
"The official rule book says that I should have to suffer the consequences of my actions, but it seems that the rules are pretty vague anyway. I am disappointed that Formula 1 has made an example of me.
On the other hand, there was some small personal satisfaction for me in coming back from 9th place to 2nd, overtaking several turbos in the process. The only really difficult one at Rio was Nelson's Brabham, which was in a class of its own. He seems to want his title back — but I'm just as anxious to make sure it stays where it belongs on the current champion's head."

PRACTICE

The start of a new season, and a season full of unknowns. Sweeping changes, almost unprecedented in Grand Prix racing's hirtory, had been made: gone were skirts, flat bottoms were *de rigueur*, chassis were safer by law, and there were more turbocharged cars in the field than ever. Some teams, such as Renault, Ferrari, McLaren, Alfa Romeo and Theodore, were starting the season with cars which were based on the previous year's models. But most of the 28 cars certain to take part in the 1983 championship were new, and some, like those produced by Brabham, Ligier and Toleman, revealed fascinating solutions to the new regulations.

The teams were allowed three days of testing during the week prior to the Grand Prix, three days in which they could set up their cars for the forthcoming season during which they all hoped to win the World Championship. At the end of the previous test programme at the end of January, Derek Warwick had surprised everyone with his super-quick lap in the twin winged Toleman-Hart. A week before the Grand Prix, he took the 'Star Wars' battle cruiser lookalike round in 1'35''17, again astounding on-lookers.

When the first day of practice got under way, the Jacarepagua circuit was absolutely boiling, and most people dreamed of getting down to the Copacabana or Ipanema beaches to cool off in the ocean. Practice hadn't even started and the ambient temperature was 35° and 51° on the track. Drivers were going to suffer badly here, but so too were the mechanics, always the unsung heroes and often forgotten in nasty conditions.

On this scorching day, it was Rosberg's Williams which headed the practice times after the first unofficial session, followed by Piquet's arrow-shaped Brabham and the two Tolemans. Turbo believers were surprised that the powerful boosted engines had been dominated by a Cosworth, although admittedly a Cosworth with 20 bhp more than before in its new short stroke configuration. Excuses were made for the turbos: teams were setting up cars, getting the correct race trim on full tanks and hard tyres. But that afternoon the Finn confirmed his previous form: in a mere two laps, sliding the car in a way that had almost been forgotten, Keke set a fantastic 1'34''526. At the same time, he put into perspective the advantages of qualifying tyres and their life expectancy. In the pits, eyebrows creased under protective sun hats, but fortunately FISA's new system of checking weight ruled out all doubt.

Behind the World Champion and his amazing normally aspirated engine came Prost, not entirely happy because he thought he could do better. Tambay was next, upset with his oversteering Ferrari although he'd been able to minimise this disadvantage thanks to very grippy qualifying tyres. Then came Warwick, Piquet and Patrese, the latter having broken an engine during the morning session. Lauda set seventh fastest time, and second of the normally aspirated cars, followed by another bunch of turbos including Baldi, Arnoux (who spun and stalled after a particularly late braking manœuvre) and Giacomelli. Laffite was having to set up his car, Winkelhock had a BMW engine break while Alboreto, of whom everyone had great hopes, was continually slowed by apparently insoluble fuel feed problems, his engine cutting out every time he went out on the track.

It was hotter than ever on the Saturday and a great queue built up outside the only drinks stall in the paddock. The sky was an azure blue, but those who had thought to top up their tans the previous day were now hidden under clothing or a thick layer of anti-burn sun cream. Somewhere in the pit road, a joker cracked open an egg to see if it would cook. It did, and he won his bet. Tyre technicians waved their thermometers about and came up with an air temperature of 39° while the track temperature was a record 61°! Ten days later, on March 22, autumn was due to begin.

In the pits, more like an oven, Ligier stirred everyone from heat-induced somnolescence. Hervé Guilpin had fitted a Toleman-like second wing to the Ligiers. There were rumours that these wings didn't comply to the regulations, and FISA's technical men spent some time at the Ligier pit, but the local officials remained in favour of the wings. Nearly all cars were in race set-up in the morning and almost no-one improved. De Cesaris set fastest time from de Angelis. This was some reward for the Lotus driver who suffered virtually every known problem whith his Renault-engined model, from poor road-holding to injection problems, to such an extent that he had to use the Cosworth-engined spare for a while. Among other serious incidents was Cecotto's losing a wheel, and Jarier who was immobilised by a broken metering unit which had so often caused problems on the JS21 that all those able to talk in the 100 per cent humidity of the press room were talking about the Ligier's recurrent problem.

The Ligiers were in normal aerodynamic configuration for the afternoon's final qualifying session. But there were lots of incidents: the Tolemans' engines broke almost simultaneously; Cheever suffered a puncture when he brushed Salazar's RAM on his fastest lap and Mansell had a quick spin in the long left after the straight. Lauda stopped in front of the stands and had to continue in the spare. Winkelhock's turbo broke while both Patrese and Arnoux came smoking into the pits. Tambay did his utmost for pole position but he was still two tenths of a second too slow in the blazing heat. Laffite was unable to improve in his own car, and could do no better in Rosberg's while 18 out of 28 drivers succeeded in improving their times. Salazar and Ghinzani didn't qualify, but in the end, the former was allowed to start. De Cesaris was slung out for failing to present his car for weighing in the pits. The young Italian was upset having suffered a fuel feed problem in his own car so he took over Baldi's. When directed to be weighed for the second time, he ducked out which cost him his race, as per the regulations. They are, after all, there to be obeyed...

Didier Braillon

THE RACE

One ate an iced pear before the race, the other nearly got his moustache burned off: Piquet ran the coolest race of his career to win again at home; Rosberg, his chief rival, got singed, but came in second, only to be disqualified.

by Keith Botsford

1. From pole position, Rosberg leapt into the lead at the start ahead of Prost, who settled into second place a little way ahead of the rest of the field. Piquet found an opening on the second lap and Patrese on the third, but Tambay could not overtake the Renault until the last quarter of the race. However he had no trouble outstripping his team-mate Arnoux. (Photo: DPPI)

2. Making the most of his excellent start, Rosberg led for the first six laps, but Piquet, once he had overtaken Prost, moved rapidly up the field, thanks to his powerful BMW turbo engine. The Brazilian crowd went wild, shouting its approval from the stands along the straight. (Photo: B. Asset)

3. Watson's McLaren, which had maintained a low profile during practice, put in an impressive performance in the early part of the race. From eleventh position during the first lap, the Englishman overtook Lauda, Warwick, Baldi, Cheever, Arnoux, Tambay Patrese and Prost, settling into second place after Rosberg pulled into the pits. He stayed there for six laps, until his engine gave out after half distance. (Photo: DPPI)

4. With Tambay, Arnoux, Cheever, Warwick and Baldi at the wheel, the Turbos (Ferrari, Renault, Toleman-Hart and Alfa Romeo) fought it out. It was a war of attrition in the intense heat. Tambay came out of it best, but even so, there was no way he could catch up with another turbo engine, Piquet's BMW and the three Cosworths which led the field. (Photo: B. Asset)

After two fiery days for practice, the weather at the jam-packed Jacarépagua track was overcast and cooler, if only relatively so, which was certainly the salvation of the turbos. Though they did not by any means have it all their way.

The start was uneventful, except that Rosberg had slightly more adrenalin than Piquet, reaching the first corner just ahead of the Brabham and then pulling away as fast as he could. Since both he and Nelson went out on half tanks and soft tyres, Keke knew that he had no choice but to put whatever ground he could between himself and Nelson. Behind them, at the end of the second lap, came Prost, Patrese, Tambay and Arnoux. By lap 5, however, Keke's left front tyre had started blistering and Keke was in a quandary: if he used up his planned pit-stop now, he could not make another to refuel and hope to stay in the race. So he soldiered on.

By then, the first of the two disqualifications which were to mar an otherwise perfect Grand Prix had already affected de Angelis, who had to abandon his Renault-engined 93T when its turbine blew up during the warm-up lap before the start.

Once Piquet had overtaken Rosberg, he drew away in handsome fashion: ten laps on, he was 12s ahead and pulling away. Patrese held fourth place until lap 13 when his engine began to lose power from a broken exhaust pipe. Meanwhile, Watson, who had started eleventh, was moving up steadfastly and brilliantly through the field: by lap 6 he was eighth, by lap 11 he was fifth and by lap 17, he lay third, and was beginning to press.

Tambay, perhaps surprisingly, was in front of Arnoux and among the manoeuvrings behind the front runners, young Mauro Baldi, not so far very higly rated, was showing his own potential .

Even further back, there was a splendid and long-drawn-out long battle between Cheever, Jarier, Lauda, Surer, Guerrero and Cecotto, soon to be joined by Laffite, who was beginning to make up time from his bad start position, to finish fourth: a result that was not obvious from his practice times on Friday and Saturday.

Rosberg was the first to make his refuelling stop. The Williams team had not, for once, done their homework with their usual thoroughness. Not only was a certain spirit of improvisation evident, but a little ring of vapour around the fuel tank quick-fill nozzle burst into flame. Quickly extinguished, the fire still caused the ordinarily phlegmatic Rosberg to leap out of his cockpit in sprightly fashion. Patrick Head put him firmly back in, but Keke had lost a lap and rejoined in ninth place.

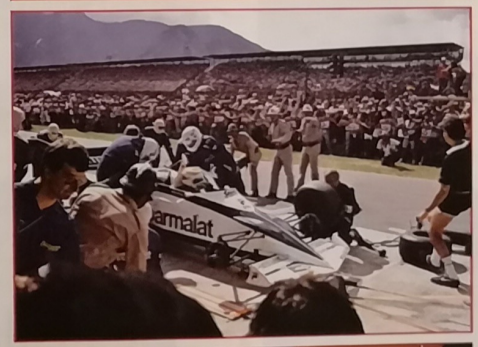
When Piquet came in on lap 40, he was really all alone. Watson, who was the only man on the track with a remote chance of challenging him, had retired with a dropped valve and Nelson's lead stretched out to a tremendous 80 seconds. As they do that sort of thing rather well at Brabham, Piquet rejoined still in the lead by a healthy 40 - plus seconds in front of Prost who held second place for just one lap before Lauda began to arouse his combative instincts and did what Watson had done more than twenty laps earlier. Lauda's challenge lasted some ten laps, but by then it was Rosberg who was making the running. With his fresh tyres, he was storming up, making it into third place on lap 51 and second on lap 53. There he stayed, for Piquet's lead never fell below 36 seconds.

Behind the leaders, there was sorrow and triumph. The sorrows belonged to Ligier, who lost Jarier on lap 21 (broken driveshaft), when he was 12th and Boesel, not far behind, on lap 24, when he retired with electrical problems. Tyrrell also had trouble: Alboreto being hit by Baldi and spinning off with damaged oil lines while Sullivan soldiered on and finished an encouraging 11th.

The best drives of the day, apart from Piquet and Rosberg, came from Marc Surer in an unfamiliar and untested Arrows, Serra who said "I never passed a Ferrari before", and Venezuelan bike champion Johnny Cecotto, whose talent and general friendliness made a good impression on all; but he, like Guerrero, had to stop for a new brake caliper. The showing of the turbos in general was unimpressive: barring of course Piquet's splendid winning drive and Warwick's brave one for Toleman.

5. Rosberg, like Piquet, had started with half-full tanks. His Williams had held second place since the seventh lap, but on the twenty-eighth he pulled into the pits. During this routine stop, a fuel blow-back caused a brief fire and this risky manœuvre cost him 64". (Photo: First Line)

6. After an uninspiring performance in practice, Laffite drove a steady but spirited race—his first Grand Prix since quitting Ligier. Like Watson, he came up through the field and a few laps before the finish, even overtook Tambay's Ferrari to snatch fourth place. That result should boost his credibility within his own team. (Photo: DPPI)



7. The most amazing feat of the entire race came during the fortieth lap, and it was the Brabham team that pulled it off. Piquet, who had held the lead since the seventh lap made a pit stop during the fortieth to refuel and change the tyres on his Brabham. The operation took just 16"—and he never lost the lead. (Photo: B. Asset)

8. Piquet first, Rosberg second—almost a repeat of 1982, except that this time, only one of them was disqualified: Rosberg. His refuelling stop was declared illegal because his mechanics then gave him a push start. Strange though it may seem, no-one claimed his six points and Lauda remained in third place. (Photo: DPPI)

BRAZILIAN GRAND PRIX

Date: March 13, 1983
Circuit: Jacarepagua
Circuit length: 3.126 miles
Race distance: 63 laps, 196.945 miles
Weather: hot and humid, heavy skies
Crowd: 85,000

PREVIOUS WINNERS

(last five races)

1978: Reutemann (Ferrari)
1979: Laffite (Ligier Ford)
1980: Arnoux (Renault)
1981: Reutemann (Williams)
1982: Piquet (Brabham)

STARTING GRID

PROST
Renault RE30C
1'34"672 (1)

PIQUET
Brabham BT52 BMW
1'35"114 (2)

ARNOUX
Ferrari 126C2
1'35"547 (2)

CHEEVER
Renault RE30C
1'36"051 (2)

BALDI
Alfa Romeo 183T
1'36"126 (1)

JARIER
Ligier JS21 Cosworth
1'36"393 (2)

GUERRERO
Theodore 183 Cosworth
1'36"694 (2)

WATSON
Mc Laren MP4 1C Cosworth
1'36"977

LAFFITE
Williams FW08C Cosworth
1'38"234 (1)

SURER
Arrows A6 Cosworth
1'38"468 (2)

MANSELL
Lotus 92 Cosworth
1'39"154 (2)

FABI
Osella FA1D Cosworth
1'40"309 (2)

SALAZAR
RAM 01 Cosworth
1'41"478 (2)

ROSBERG
Williams FW08C Cosworth
1'34"528 (1)

TAMBAY
Ferrari 126C2
1'34"758 (2)

WARWICK
Toleman TG183B Hart
1'35"206 (1)

PATRESE
Brabham BT52 BMW
1'35"358 (1)

LAUDA
Mc Laren MP4 1C Cosworth
1'36"054 (1)

ALBORETO
Tyrrell 011 Cosworth
1'36"291

DE ANGELIS
Lotus 93T Renault
1'36"454

GIACOMELLI
Toleman TG183B Hart
1'36"747 (1)

BOESEL
Ligier JS21 Cosworth
1'37"729

CECOTTO
Theodore 183 Cosworth
1'38"378

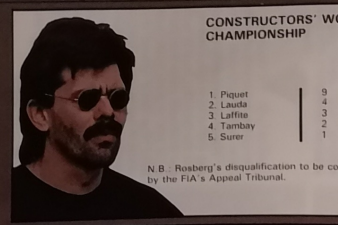
SULLIVAN
Tyrrell 011 Cosworth
1'38"686

SERRA
Arrows A6 Cosworth
1'39"965

WINKELHOCK
ATS D6 BMW
1'41"153

Did not qualify:
Ghinzani/Osella FA1D Cosworth, 1'42"267

Not allowed to start:
De Cesaris/Alfa Romeo 183T, 1'36"847 (driver missed a weight check)



CONSTRUCTORS' WORLD CHAMPIONSHIP

1. Piquet	9
2. Lauda	4
3. Laffite	3
4. Tambay	2
5. Surer	1

N.B.: Rosberg's disqualification to be confirmed by the FIA's Appeal Tribunal.

RESULTS

1. Piquet/Brabham BT52-BMW, 63 laps, 196.945 miles in 1h.48'27"731

(*) Rosberg	Williams FW08C-Cosworth	20"361 behind
Driver disqualified		
3. Lauda	Mc Laren MP4-1C-Cosworth	51"833 behind
4. Laffite	Williams FW08C-Cosworth	63"951 behind
5. Tambay	Ferrari 126C2	68"117 behind
6. Surer	Arrows A6-Cosworth	68"207 behind
7. Prost	Renault RE30C	1 lap behind
8. Warwick	Toleman TG18 3B-Hart	1 lap behind
9. Serra	Arrows A6-Cosworth	1 lap behind
10. Arnoux	Ferrari 126C2	1 lap behind
11. Sullivan	Tyrrell 011-Cosworth	1 lap behind
12. Mansell	Lotus 92-Cosworth	2 laps behind
(*) De Angelis	Lotus 92-Cosworth	3 laps behind
Driver disqualified		
14. Cecotto	Theodore 183-Cosworth	3 laps behind
15. Salazar	RAM 01-Cosworth	4 laps behind
16. Winkelhock	ATS D6-BMW	4 laps behind
17. Guerrero	Theodore 183-Cosworth	10 laps behind

CONSTRUCTORS' WORLD CHAMPIONSHIP

1. Brabham 9 pts ; 2. Mc Laren 4 pts ; 3. Williams 3 pts ; 4. Ferrari 2 pts ; 5. Arrows 1 pt.

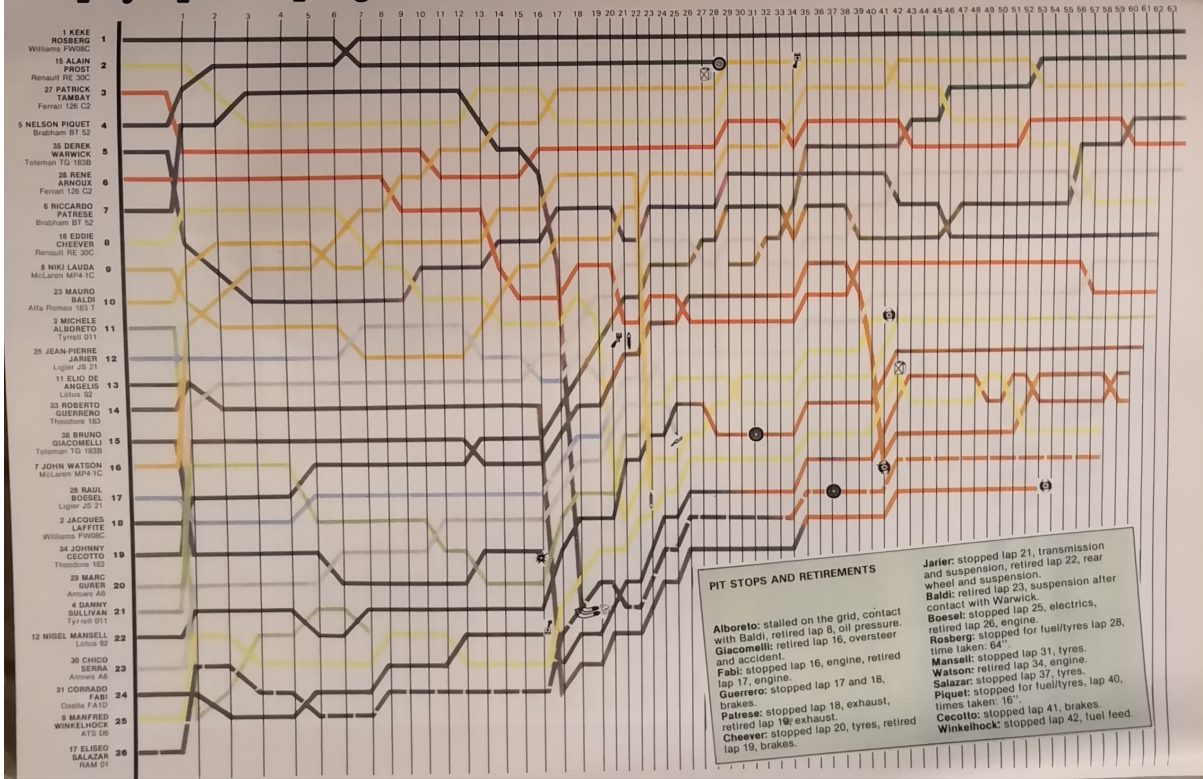
OFFICIAL QUALIFYING TIMES

	Pre-race testing, March3	Untimed practice 1	Timed practice 1	Untimed practice 2	Timed practice 2	Warm-up Sunday
Rosberg	1'37"35	1'35"376	**1'34"526**	1'41"175	1'35"226	1'39"117
Laffite	—	1'39"152	**1'38"234**	1'41"242	1'38"725	1'42"340
Alboreto	1'39"10	1'41"520	1'38"747	1'39"522	**1'36"291**	—
Sullivan	—	1'40"412	1'39"697	1'44"284	**1'38"686**	1'44"217
Piquet	1'35"37	1'35"968	1'35"815	1'40"322	**1'35"114**	1'38"769
Patrese	1'36"26	1'38"399	**1'35"958**	1'41"186	1'36"827	1'38"527
Watson	1'38"90	1'39"023	1'37"844	1'38"171	**1'36"977**	1'39"330
Lauda	1'35"90	1'37"474	**1'36"054**	1'39"502	1'36"900	1'38"948
Winkelhock	—	1'43"945	1'42"292	1'45"404	**1'41"153**	1'45"537
De Angelis	1'39"30	1'43"835	1'40"056	1'37"569	**1'36"454**	1'42"766
Mansell	1'39"70	1'38"486	1'42"098	1'39"600	**1'39"154**	1'43"039
Prost	1'37"04	1'38"205	**1'34"672**	1'41"057	1'34"873	1'40"488
Cheever	1'38"23	1'39"222	1'37"005	1'40"241	**1'36"051**	1'41"355
Salazar	1'44"20	1'49"896	1'44"357	1'41"729	**1'41"478**	1'44"329
De Cesaris	1'35"68	1'37"804	**1'36"847**	1'36"776	7'44"083	—
Baldi	1'37"60	1'40"051	**1'36"126**	1'38"135	1'36"652	1'42"232
Jarier	1'36"63	1'38"568	1'36"828	1'42"508	**1'36"393**	1'39"894
Boesel	1'39"30	1'42"073	1'38"741	1'43"428	**1'37"729**	1'45"523
Tambay	—	1'41"494	1'34"963	1'42"382	**1'34"758**	1'41"383
Arnoux	—	1'49"383	1'36"390	1'42"816	**1'35"547**	1'42"950
Surer	—	1'40"995	1'40"255	1'45"042	**1'38"468**	1'40"567
Serra	—	1'50"752	1'41"472	1'40"200	**1'39"965**	1'42"155
Fabi	—	1'44"801	1'41"316	1'42"049	**1'40"309**	1'43"071
Ghinzani	—	—	1'46"964	1'45"991	**1'42"267**	—
Guerrero	1'39"00	1'39"266	1'37"237	1'39"275	**1'36"694**	1'41"876
Cecotto	1'42"02	1'41"016	**1'38"378**	1'42"556	1'39"178	1'42"846
Warwick	1'35"17	1'37"300	**1'35"206**	1'42"305	16'44"720	1'40"864
Giacomelli	1'38"25	1'37"369	**1'36"747**	1'41"012	26'16"700	1'44"226

THEIR FASTEST RACE LAPS

Piquet	1'39"829
Patrese	1'40"512
Rosberg	1'40"523
Lauda	1'41"163
Watson	1'41"547
Cheever	1'41"951
Laffite	1'42"343
Prost	1'42"636
Surer	1'42"647
Guerrero	1'42"849
Tambay	1'42"940
Warwick	1'43"037
Mansell	1'43"159
Jarier	1'43"193
Cecotto	1'43"241
Alboreto	1'43"304
Arnoux	1'43"426
Baldi	1'43"514
Serra	1'43"900
Giacomelli	1'44"178
De Angelis	1'44"367
Fabi	1'44"476
Sullivan	1'44"697
Winkelhock	1'45"356
Salazar	1'45"681

e-Lap by lap-Giro per giro-Runde um runde-Tour par tour-Vuelta a vuelta-Ro


1 KEKE ROSBERG Williams FW08C
15 ALAIN PROST Renault RE 30C
27 PATRICK TAMBAY Ferrari 126 C2
5 NELSON PIQUET Brabham BT 52
35 DEREK WARWICK Toleman TG 183B
28 RENE ARNOUX Ferrari 126 C2
6 RICCARDO PATRESE Brabham BT 52
16 EDDIE CHEEVER Renault RE 30C
8 NIKI LAUDA McLaren MP4 1C
23 MAURO BALDI Alfa Romeo 183 T
3 MICHELE ALBORETO Tyrrell 011
25 JEAN-PIERRE JARIER Ligier JS 21
11 ELIO DE ANGELIS Lotus 92
33 ROBERTO GUERRERO Theodore 183
35 BRUNO GIACOMELLI Toleman TG 183B
7 JOHN WATSON McLaren MP4 1C
26 RAUL BOESEL Ligier JS 21
2 JACQUES LAFFITE Williams FW08C
34 JOHNNY CECOTTO Theodore 183
29 MARC SURER Arrows A6
4 DANNY SULLIVAN Tyrrell 011
12 NIGEL MANSELL Lotus 92
30 CHICO SERRA Arrows A6
31 CORRADO FABI Osella FA1D
9 MANFRED WINKELHOCK ATS D6
17 ELISEO SALAZAR RAM 01

PIT STOPS AND RETIREMENTS

Alboreto: stalled on the grid, contact with Baldi, retired lap 8, oil pressure.
Giacomelli: retired lap 16, oversteer and accident.
Fabi: stopped lap 16, engine, retired lap 17, engine.
Guerrero: stopped lap 17 and 18, brakes.
Patrese: stopped lap 18, exhaust, retired lap 19, exhaust.
Cheever: stopped lap 20, tyres, retired lap 19, brakes.
Jarier: stopped lap 21, transmission and suspension, retired lap 22, rear wheel and suspension.
Baldi: retired lap 23, suspension after contact with Warwick.
Boesel: stopped lap 25, electrics, retired lap 26, engine.
Rosberg: stopped for fuel/tyres lap 28, time taken: 64".
Mansell: stopped lap 31, tyres.
Watson: retired lap 34, engine.
Salazar: stopped lap 37, tyres.
Piquet: stopped for fuel/tyres, lap 40, times taken: 16".
Cecotto: stopped lap 41, brakes.
Winkelhock: stopped lap 42, fuel feed

BLACK AND GOLD

Colin Chapman, who died on December 16th last year, was arguably one of the sport's great innovators. He was also one of its most difficult and intractable men. Cocky, fiercely independent, itchy, he had more than his share of the ego that makes the Formula One family so uniquely combative: a self-made colossus with self-made feet of clay. His gifts were: clear thought, a remarkable sense of salesmanship, a fierce devotion to his own beliefs and a great ability to involve others in his own pioneering. His failings were human, well-concealed behind the fortress of his implacable will.

by Keith Botsford

There were lots of Colin Chapmans and we all have diverse memories of these differing personalities. One thing, though, you could never say about the man: that he was not a *presence*. With his moustache, his high forehead, his abrasive, cocky manner, his mastery of all aspects of the sport and, above all, his livery — the smartness, the well-brushed, well-groomed neatness of the ex-flying officer — he strode through the world of motor racing with an absence of sloppiness that showed the precision of the engineer that he was and of the ambitious man who had, literally, made his own way. And intended to keep at it, to the summits.

If you look behind the public enigma that Chapman presented (the door to his inner personality was well concealed from all but his family and a very, very few intimates). I think you will find the picture is dominated by a little boy who grew up in modest circumstances during the war: a sort of short-trousered, aggressive, bright, lonely boy who had his heroes and decided to become a hero to himself.

It wasn't that Chapman was born on the wrong side of the tracks, or anything like it: more that he had to work his way up to eminence and never forgot that it was a tough, lonely struggle. In that sense, he had much in common with a number of other constructors who were also self-made men. But it is one thing to be a self-made man — as could be argued about Enzo Ferrari in Italy — and quite another to achieve as much in the England of the Forties and Fifties. Class is the one invariable in British life and I can recall him very clearly in the Lotus works, vast, clean, posh and efficient, reminiscing on the war-time skies and the loneliness of his family life. The sky was up there, with planes, and war in it; real life was down below; there was such a long way to go.

There are those who think of Frank Williams as the quintessentially *English* constructor and Frank, too, was all but an orphan. But Chapman was much more English: his generation was exactly mine and his memories were pre-war, which Frank's weren't. The Thirties of his childhood were days of class and economic struggle, and Chapman emerged from them with a lust for status, a hatred of poverty, a disgust with the limitations of propriety and class that marked him for all his life, and I find it typical that the end of his life should have been marked by an alliance with that other maverick,

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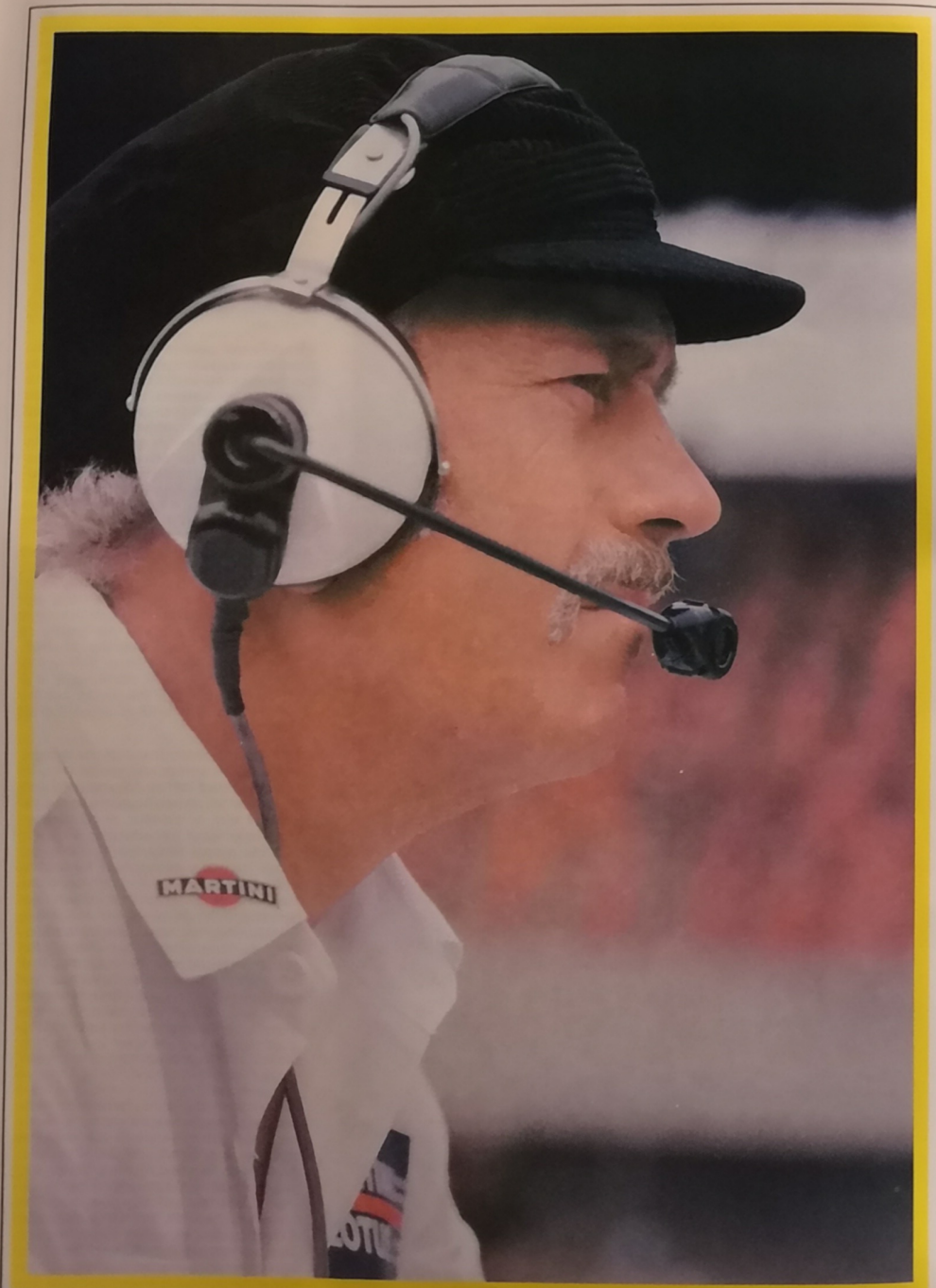


On Saturday, February 12, at a memorial service for Colin Chapman, the Vice-President of Ford's Public Affairs Department in Detroit, Walter Hayes, spoke of his long friendship with Colin. We at GPI were so moved by this simple farewell to a near-genius, that we decided to pay homage to the father of the Lotus by reproducing the complete text of Walter Hayes' tribute to him.

On many occasions such as this — when people gather in a great cathedral to honour the passing of a man of distinction — the person mourned was neither a friend nor an essential part of their own lives.

But there are many here today who shared in the joy of Colin Chapman's company, many who personally helped him to write his name large in the history of British invention and daring, and so I hope that this valediction will be heard as part of our common memory.

History is best remembered through anecdotes, and it is the stories about Colin — light-hearted and funny and irreverent — that will continue to keep him alive in our memories. The statistics of his enormous influence and his many achievements are best left to the record books.

For he himself raced past milestones. No achievement was ever as important as the one he was planning. When you asked him which of his cars he liked best, he always smiled and said: "The next one."

He never had any doubt about what he wanted to be. He was only twelve when he told his father that he intended to be an inventor, and Mr Chapman believed him. If Colin said he was going to do it — then it seemed reasonable to assume that he would, sooner or later, one way or another. His life followed a path of singular dedication. It was a course of many obstacles, but each of them was overcome.

He started with no resources save his own. He entered London University when he was seventeen. From the university he got a B Sc, and the Royal Airforce gave him his wings.

He tried selling cars but emerged from that experience with nothing except an old Austin 7. It was his only capital, but he turned it into a remarkably successful trials car, and almost immediately people began to say what they subsequently said all his life: "What's Colin up to?"

Team Lotus, the greatest racing equipe of its day, was not formed until 1954, but it really began in 1946 when Colin met Hazel Williams, and Lotus in those days was very much the story of a man and a woman — both dedicated in their way to each other and to Colin's vision.

Their first cars were put together in a lockup garage behind Hazel's home. She was secretary, confidante, tea-maker, inspiration, co-driver and — when Lotus Engineering Company was formed — one of the two investors, one of the two directors.

They went on together to converted stables behind the Railway Hotel (the pub that his father owned in Hornsey) with a few other friends and a mechanic called Graham Hill.

When I persuaded Colin, at that time, to become motoring editor of a London Sunday newspaper, he brought Hazel along to discuss the contract. It didn't work out very well, because he liked to dictate at the wheel of his car on his way to race meetings, and the young reporter who was supposed to write it all down was soon not resolute enough to sit in the passenger seat with him.

He wasn't dangerous. He was always in a hurry. He had an amazing appetite for work and extraordinary application. When he joined British Aluminium in his early twenties, he would start the day in his Hornsey workshop, go off to his nine-to-five job, and carry on at Hornsey again into the small hours of the morning.

When he started driving on the Continent with Mike Costin, they would leave on a Friday evening after work, arrive at Nürburgring in Germany by mid-day Saturday, compete in the race and catch the night boat on Sunday back to London for work on Monday morning.

By the time he reached his twenty-eighth birthday, he had built a dozen different cars, acted as consultant to Vanwall and BRM and designed his first Grand Prix car. Rob Walker bought one for Stirling Moss, who then gave Lotus their first ever Grand Prix victory at Monaco in May 1960. It was that year also he told a young man called Jim Clark that he thought he had potential.

That was the beginning of a golden era. It was a magical time. At the wheel of the green and yellow Lotus, Jim Clark began to dominate Grands Prix, winning the world championship in 1963 and 1965. Nothing seemed impossible, and when I went to Lotus HQ at Cheshunt to sign the agreement that would take Lotus to Indianapolis, he never doubted his ultimate success. He nearly won at the first attempt and confounded the entire American racing establishment.

One official history of that period reports that he looked like David Niven, that his primary outward feature was his arrogance but that he had a right to that attitude.

It never was arrogance; he merely knew better than anybody else. He also knew more.

In 1977, Colin laid the foundations of the new Lotus factory at Hethel, here in Norfolk — a county he came to love very much — and one weekend in November the entire operation moved there from Cheshunt.

The air conditioning didn't work, but Colin, who knew nothing about it, nevertheless redesigned the system so that it did. He was also very innovative with drains.

He could have succeeded at almost anything. He could, in my estimation, have been a world champion driver himself — for he raced against and beat the best — but he was forced to make a choice between designing and running a business and the indulgence of continuing to drive. Still the driving talent was important, for it gave him a special ability to measure other drivers. Jim Clark once told me that he never expected to be world champion and would not have made it had not Colin "made me more than I thought I could be."

He was a serious man but not solemn. I think I shall remember more than anything how easily you could make him laugh.

He was also impatient. They chided him for taxiing his plane too fast right into the hangar and one day he put its nose through the end wall. So he designed wooden blocks which were fixed to the floor to prevent the aircraft advancing too far. When these were in position he taxiied in even faster... and removed one of the landing wheels.

He had an essential optimism that tomorrow would always bring about an even better idea which would materialise apparently without effort from his fertile brain. His inventiveness was so rich that it seemed like an inexhaustible well. Occasionally, yesterday's ideas were not developed as they should have been because new ideas crowded in upon him and he was impatient to get to them. Looking back was a kind of private betrayal. His thinking was always ahead of his rivals, and his contributions to automotive design — monocoque chassis, driving positions, aerodynamics — were superior to any other single person's. Everybody who loves cars and motor racing is in his debt. He was the quintessential man to watch — and to copy.

All this left little time for anything but business, but he loved his family. He was proud when Clive got into Eton and when the girls followed Hazel to Queenswood. He was a benevolent father. When Jane had a hairy moment with her car, rolled it on to its side and badly scored the roof he had "This Side Up" painted on the roof of the new one.

But he could be very tough with people and angry if they tried to improve on his ideas. He had the natural vanity of a man who knew that his ideas were better.

In his life he was a lesson to us all, and I believe an important reminder to this country at this time. For he represents, I think, that peculiar British genius for invention and for individuality.

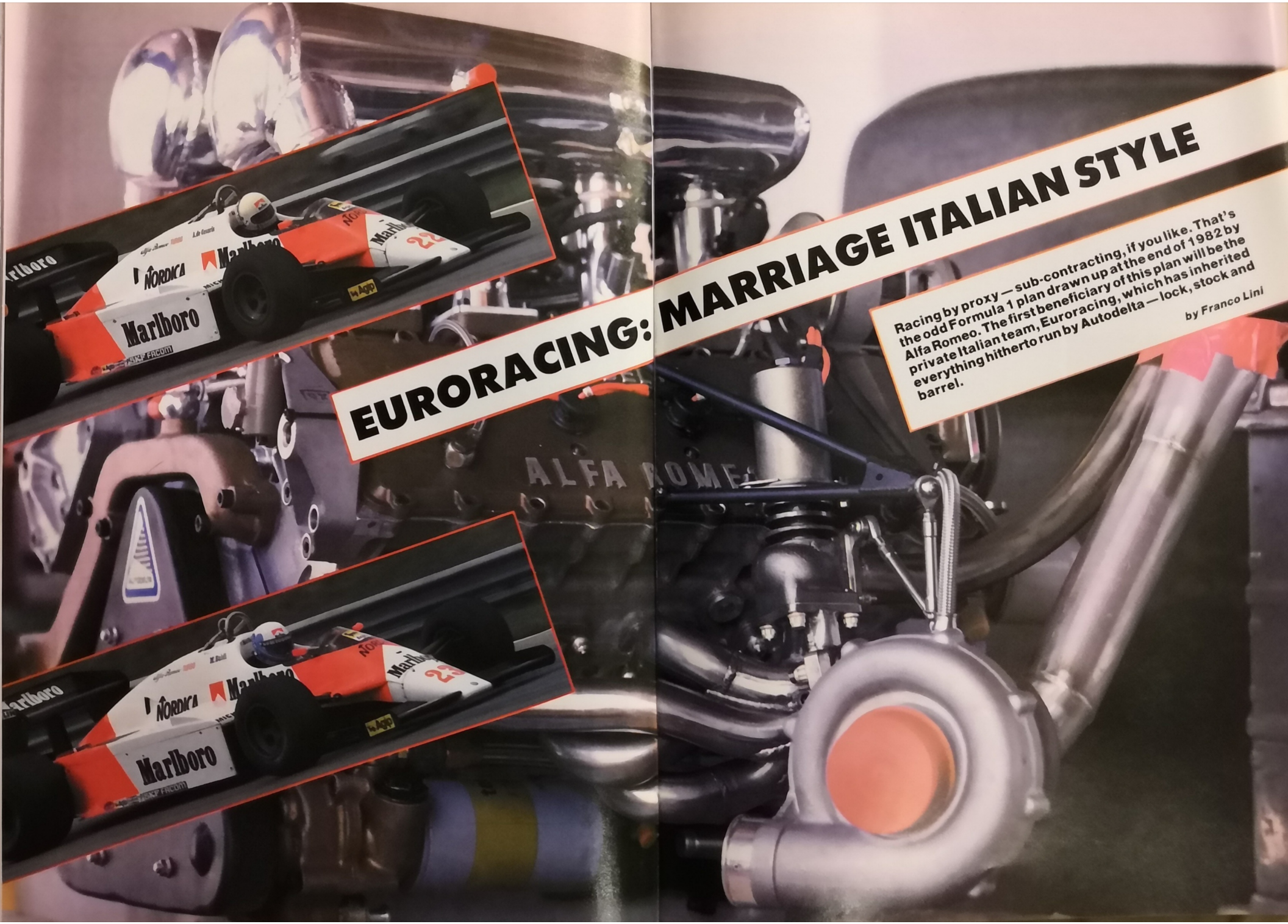
He did not believe that the battle always went to the big battalions — that wisdom resided in the bigger offices — that authority was always right — that a resourceful bureaucracy was better than the God-given resources of a man with a private vision.

He liked to fly solo which is as it should have been, for he was his own pilot.

We are saddened by his untimely departure, for he had much to do. At the time of his death, he had a revolutionary engine on the drawing board on which we had both pinned many hopes for the future. But still we cannot be anything but grateful that we were so enriched by his company when he was with us. He added to the gaiety of our life, and he left us the poorer by his going.

As the poet Stephen Spender put it, he was one of those rare few who:

"In their lives fought for life,
Who wore their hearts at the fire's centre.
Born of the sun, he travelled a short while towards the sun
And left the vivid air signed with his honour."



EURORACING: MARRIAGE ITALIAN STYLE

Racing by proxy — sub-contracting, if you like. That's the odd Formula 1 plan drawn up at the end of 1982 by Alfa Romeo. The first beneficiary of this plan will be the private Italian team, Euroracing, which has inherited everything hitherto run by Autodelta — lock, stock and barrel.

by Franco Lini

The underlying reasons for this strange transfer still remain a mystery to the Italian public. Nevertheless, the fact is that Euroracing has been assigned the task of racing cars which, on paper at least, are still under the Alfa Romeo banner. Euroracing has earned itself a fine reputation in recent seasons by winning the European F3 championship three times in a row. A recommendation to be sure, but one that carries no guarantees where F1 racing is concerned. And it is this that is worrying many observers of Formula One. Euroracing is based in the industrial suburbs of Milan — so reminiscent of the outskirts of Tokyo. It is an area full of small workshops which can provide just about anything in record time — which explains the fact that big factories frequently rely on their skills in a whole range of fields, including textiles as well as car mechanics. Euroracing's headquarters are in Limbiate. Anything to do with client relations has, since the past few months, been dealt with from Senago, a nearby village, where Euroracing has acquired brand new premises with modern workshops hidden behind a small,

two-storey building. The offices are on the ground floor. The first is reserved for the Pavanello family.

The head of the clan is a thin, lively man of about fifty: Gianpaolo Pavanello, the embodiment of the spirit of initiative for which the Transalpine region is famed. If you try to find an explanation for the "Italian economic miracle," so bewildering to foreigners, you have only to look at men such as Pavanello. A readiness to tackle things head-on, the desire to succeed, a complete disregard for time or tiredness are the qualities that make these men stand out from the crowd. They are the ones who make the Italian economy tick, despite the country's political ups and downs and its limited economic resources. Like so many others, Gianpaolo Pavanello, who started from zero, can be proud of his achievements.

It all began twenty six years ago, in 1957 — the year that the last Mille Miglia was run. The young Pavanello had left his native Venice to seek his fortune in Milan. All he had in the way of help was a letter of recommendation from a friend in his native village to a mechanic in Milan who had a small car repair workshop. As soon as he got there, he was signed on. Then, fate intervened: one day, when he was chatting with some young fellow-workers at the counter of a shop which sold spare parts, a guy called Lorenzo Bandini caught his attention. Bandini was saying how much he wanted to race cars. The two young men found they got on well, and Bandini soon introduced Pavanello to his own boss, a certain Mr Freddi, who was eventually to become his father-in-law. In Freddi's garage, near Milan railway station, Pavanello began to work on racing cars — an experience that helped determine his future.

When Bandini became well-known, Pavanello left Freddi's garage for another, in Limbiate. He planned to set up his own business.

The desire for independence is a common characteristic among young Italians. But Pavanello had to wait another two years, the time it took to put away some savings, before he could open his own workshop. Pavanello had retained his interest in racing cars and it was this interest which led him to busy himself with the Lotus belonging to one of his clients — Alberto Colombo, who went on to become the Italian racing champion in 1973. In 1974, Colombo introduced Pavanello to Robin Herd in Monza. Their meeting was such a success that Pavanello found himself in charge of March's cars for Italy from 1975. The Italian garage-owner went all out — straight into racing at European level.

Having got Brancatelli on to the track in F3 in 1975 (he was second in the Italian championship), Pavanello took on the European F3 championship in 1976, with Brancatelli and Andersson driving. Pavanello's ambitions began to assert themselves as he gained experience and in 1977 he set up the Euroracing team, with Colombo and Pesenti-Rossi in F2 and Ghinzani in F3. The team's programme expanded further in 1978: Italian F3 championship with two vintage drivers, European F3 championship with Romano and F2 with Ghinzani. In 1979 Ghinzani drove to victory in the Italian F3 championship, ahead of his teammate Alboreto. It was this that gave Pavanello the go-ahead to concentrate exclusively on racing. He did not have to wait long for results: Alboreto won the European F3 title in 1980, while third place went to his teammate Corrado Fabi. Baldi, who took over from Alboreto in 1981, casually picked up nine victories, while Larrauri and Pirro brought off a triumphant double in 1982. Euroracing then, has ruled supreme over European F3 racing for three years. The '82 double was particularly significant because that was the first time that Euroracing used its own chassis and not the March. On the other hand, since 1978, Euroracing has stuck to the same sponsor, Marlboro, and the same engines, Alfa Romeo four years during which the Alfa Romeo bosses kept a close watch on Pavanello's consistency and his competence. When they found themselves with serious problems towards the end of 1982 — how to stay in Formula 1 without actually staying in it — they thought straight away of Pavanello. It was all the more obvious because Marlboro was sponsoring both Alfa Romeo in F1and Euroracing in F3. So Alfa Romeo decided to

To all intents and purposes, it's last year's Alfa — except that this year, they're calling it a Euroracing. Photos by Bernard Asset.

entrust its cars to Euroracing, only charging for the maintenance of the engines it had loaned. This conjuring trick, as we have already said, still leaves many Italians completely dumbfounded.

Be that as it may, Pavanello and Euroracing are now full members of the great F1 circus. It is a sudden step up the ladder, but one that does not frighten Pavanello in the slightest: *"When Alfa Romeo approached me with this proposal, I asked for time to think about it. I did not say yes until I was sure that Euroracing had the finances to race in F1. I have invested lots of money in our new premises, because I want to provide ideal working conditions. I have drawn up a programme which should allow us to balance books by the end of the season. Forty people work for Euroracing, including my two daughters, Fiorella and Paola and my son Franco (aged twenty seven) who goes from circuit to circuit. We don't have to worry about engines. They are provided by Autodelta, who sends three of its technicians to each race. That means we can devote ourselves to the development and maintenance of the cars. We each have our particular jobs to do. On the circuits, Gerard Ducarouge will take care of de Cesaris's car and my son Franco will look after Baldi's. There will be eighteen of us at each Grand Prix. But don't imagine that those who stay at home will pass the time twiddling their thumbs."*

A rational arrangement, which will enable Pavanello to be competitive — while keeping a tight grip on his purse strings. Pavanello makes no bones about his ambitions, for his first Formula 1 season: *"We know that our car is among the best. We wanted it to be a classic and so far, the tests have been conclusive. We had thought of making an arrow-shaped car, that's why I'm the first to admit that I very much like the Williams and the Brabham. The limitations involved in using a turbo engine made us opt for the cautious solution. And we have no regrets, because we have a lot of confidence in the results that this car will produce. On top of which, Andrea and Mauro are first-rate drivers.*

"Our agreement with Alfa Romeo is for two years, with an option for a third. We will have exclusive use of the Alfa turbos in 1983. After that, we will still have them free of charge, except for maintenance costs, but Alfa will be able to sell them to whoever it please. In other words, we've got two years to produce convincing results. And the sooner, the better.

"We have also got three 82 chassis with conventional engines. You can't be too sure. But the future belongs to turbo engines I'm sure of it, and we are lucky to have them. We still don't know how good they are on the track in intense heat. But that aside, they are formidable engines."

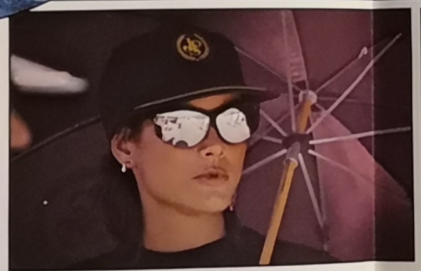
Euroracing appears all set to go into F1, without having to do a year's "apprenticeship." It is true that Euroracing has the advantage of having inherited plenty of vital expertise from Alfa Romeo, including some ten mechanics and Gerard Ducarouge who will act as chief engineer. The team manager will be Giancarlo Casoli, who, in the past, looked after Mauro Baldi. Relations with officialdom — with FOCA and FISA — will be in the hands of Pierluigi Corbari from Autodelta. Obviously it is thanks to Autodelta and Alfa Romeo that Euroracing is in Formula One at all. □

Postcard from Rio de Janeiro

Keeping cool: Mr and Mrs Guerrero, Rene Arnoux and Pascale

Philippe Jeantot, leading the round the world yacht race, dropped in on the GP

Overall, the contract is seven up to the last stitches.



While Nelson posed, Sylvia chatted with Bernadette Laffite

Jarier was his usual social self Warwick tried to keep cool-well, so did everyone!

SUNSET BOULEVARD

Night falls on the burning Jacarepagua circuit after a day of scorching practice, but the mechanics are still hard at work on Keke Rosberg's Williams FW08C. In Formula 1, professionalism is the name of the game, and time has no meaning.
(photos: B. Asset)

STAR WARS

To the purist, the new Toleman-Hart may not be a thing of beauty. But although this second generation TG183B lacks the clean lines of the Brabham, it's almost as effective. What if it does look like a monster from outer space? We think it has a charm all of its own. (photos: B. Asset)

SLIMMED DOWN

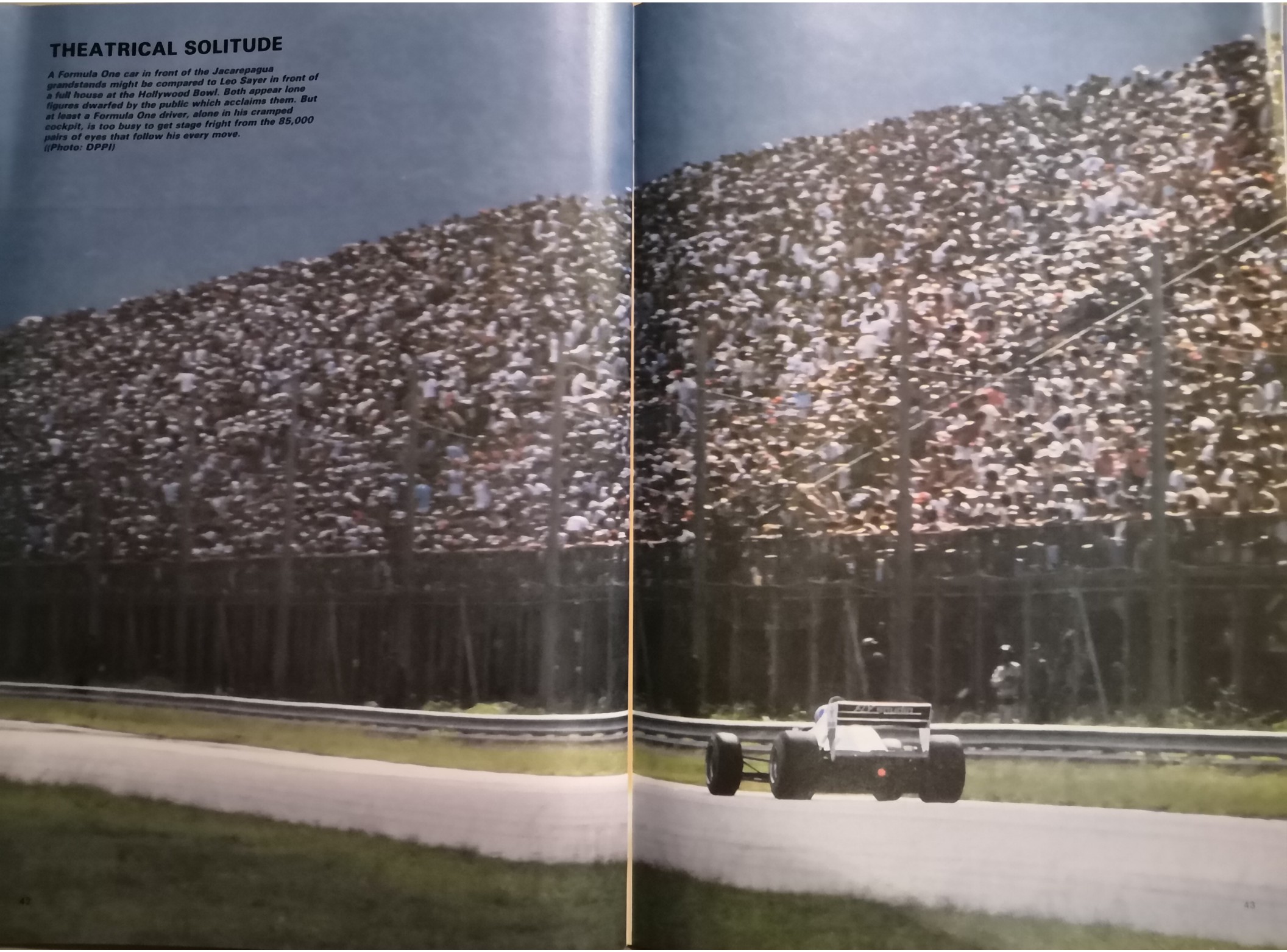
In banning skirts, FISA has provoked a mini striptease in Formula One, as new shapes emerge from under last year's bulky side pods. The regulation change has meant a particularly stringent slimming process for the Ligier, now driven by Boesel and Jarier. The JS21s look sleek and narrow after last year's voluminous JS19, and the new oil-balanced suspension system ensured that the Ligiers' running gear was well-adjusted.
(Photos: First Line and B. Asset)

HEAT WAVE

The Ferraris suffered badly in the stifling Brazilian sun. Their heat exchangers were mounted close to the ground where the temperature reached a phenomenal 60°. Even so, Patrick Tambay was to some extent rewarded for his efforts, while René Arnoux had a quick spin in practice when trying for a qualifying time.
(Photos: First Line and B. Asset)

THEATRICAL SOLITUDE

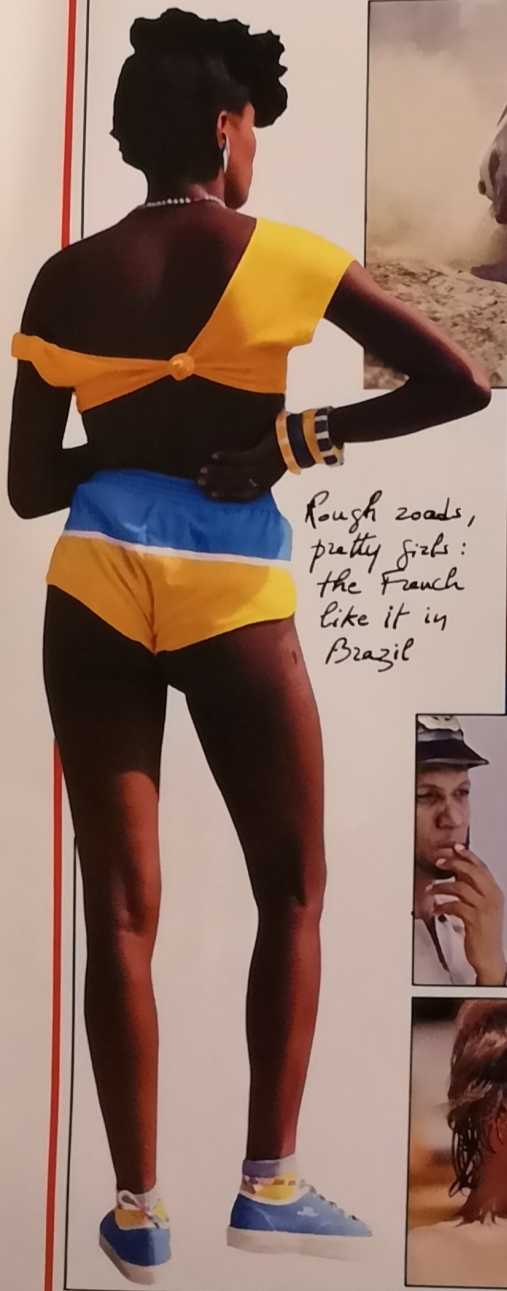
A Formula One car in front of the Jacarepagua grandstands might be compared to Leo Sayer in front of a full house at the Hollywood Bowl. Both appear lone figures dwarfed by the public which acclaims them. But at least a Formula One driver, alone in his cramped cockpit, is too busy to get stage fright from the 85,000 pairs of eyes that follow his every move.
((Photo: DPPI)



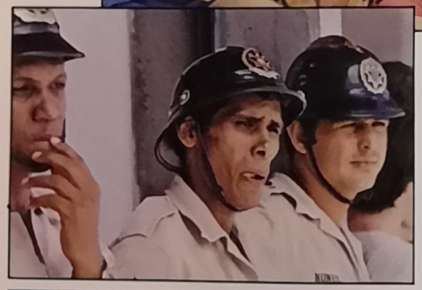
DRESSED FOR SPRING

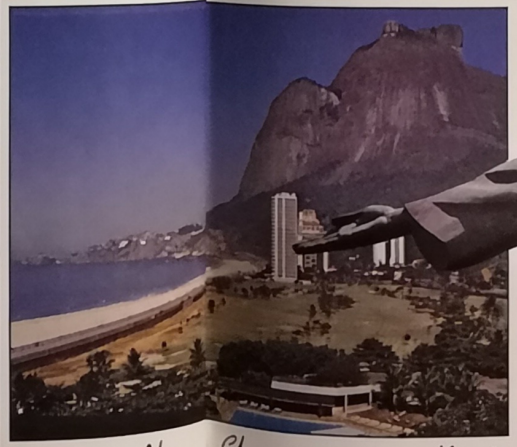
The hopes of Michele Alboreto and Danny Sullivan this year are firmly pinned on Tyrrell's teamwork. Ken Tyrrell's chances of success have been boosted by fresh backing and some of the money has gone into dressing his team from head to toe in the bright green colours of his sponsor. The British team had more than their fair share of worries in Rio, but they're confident that they will reach their peak come the Spring—and Long Beach.
(Photos: B. Asset)

Postcard from Rio de Janeiro



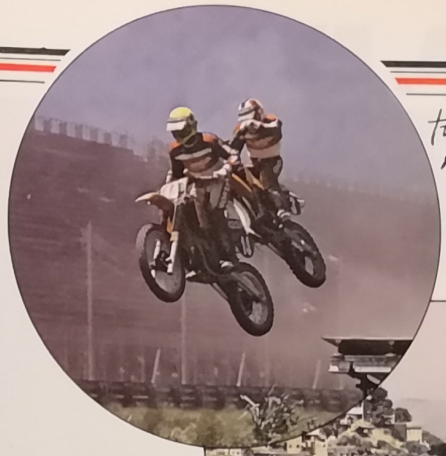
Rough roads, pretty girls: the French like it in Brazil



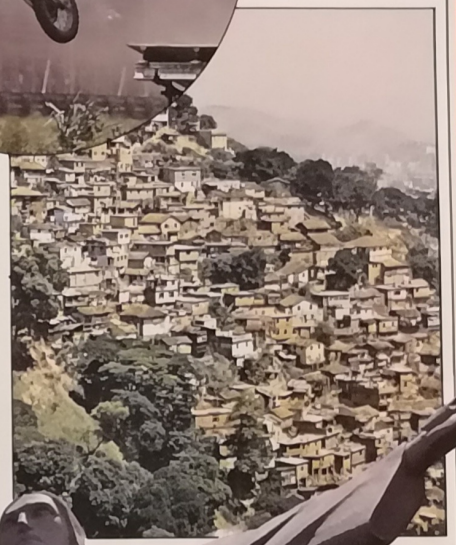


Every world in the land statue of christ

Champions were thirsty where the Corcovado overlooks the beaches



the outskirts of Rio means motor-cycling country, and the poor quarters



EXTRA, EXTRA

RUDE AWAKENING

It came as quite a surprise when Jacques Laffite decided at the end of last season to leave France for Britain and rejoin Frank Williams after seven years with Guy Ligier. Jacques the Frog, always the first to stress the value of loyalty and friendship, suddenly decided to up and leave the team that had almost become his own.

However well known the Williams team may be for the quality of its engineers and mechanics, and for the men of vision who lead it, it could hardly be described as lively. But that didn't seem to bother Jacques, as he made careful preparations for the move. First he took a winter holiday in California, to brush up on his English, which he had already tried to get to grips with in 1975; then, more recently, he moved to Stoke Poges, outside the Great Metropolis, but not without its own compensations: at Farnham, not far from his home, Jacques can play golf (like fishing, one of his favourite sports) at the exclusive Royal Golf Club.

But over in Rio, nothing went quite according to plan, and Laffite's testing fast turned into a nightmare. Because he was ill in the week leading up to the race, he could not, like Keke, take part in the preliminary testing, which meant that he began official practice with a brand new car which needed setting up — something he could not do during the first unofficial session, when he was asked to drive with a full tank, while Rosberg could concentrate on the ultimate set up for a fast lap:

"This sharing of jobs really gets on my wick," Jacques admitted, *"all the more because the engineers wasted no time in making some vital little modifications to Keke's car. The trouble was, that Patrick Head failed to inform Neil Oatley, who's in charge of my car, about those modifications in good time."*

A small incident perhaps, but a damaging one, which, according to the chief engineer, will not be repeated. Given his happy-go-lucky nature, Jacques quickly buried the hatchet and once again prepared to work with the others for the good of the whole team.

But an even worse surprise awaited Laffite on Saturday afternoon. His FW08C had proved a whole four seconds per lap slower than Keke's, so Frank Williams decided to let him out in Keke's car to give him a chance to try for a quicker time, once Keke (who was still on pole position) had used up both his sets of qualifiers. But Laffite was in for a shock. *"I must be getting old,"* said a disappointed Jacques as he took refuge in the shadow of the pits after the flag had fallen at the end of practice. *"My car may not have been ideally set up, but at least I could drive it. Keke's has his got a very good engine, but it's completely defeated me. Keke has his own way of setting up a car — it's really extreme and he loves oversteer. I don't, so I found myself in the car that had taken pole position, had an excellent engine and was was precisely set up, and I was unable to do anything with it."*

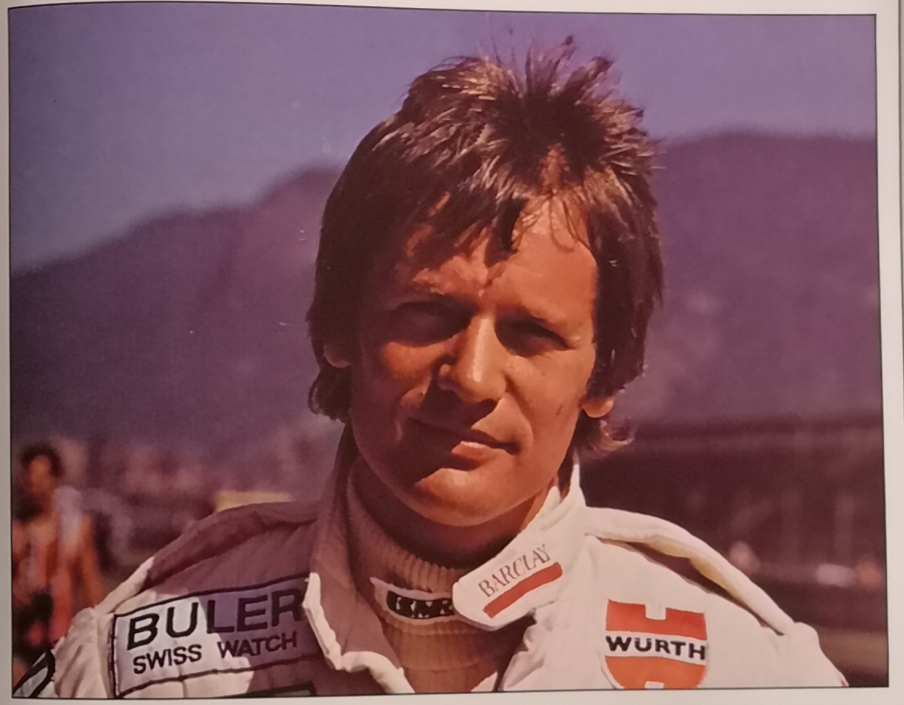
The fact that Keke and Jacques were some way apart on the first starting grid of the year's Grand Prix season wasn't the end of the world. After all, it's normal for a driver to adjust himself to his new team. But being unable to swop cars is rather more serious. *"It's something we've got to sort out,"* said Jacques, *"otherwise we're going to spend the entire season working on our own without having the benefit of one another's technical information."*

But Jacques wasn't unhappy for long. As night was falling on Saturday, he and Alain Prost went out to Gavea beach below the Intercontinental hotel for a bit of fun: fighting the great Atlantic rollers, the ones that roll you over and over, and toss you about like a cork.

"What else can you do?" smiled Jacques, *"you have to look on the bright side of things. I think I'll carry on in Formula One for at least a couple more years and then I'll go and live in California and do some American racing."*

But the next day, things were better. His race reminded one of his Ligier days: a lousy start with a tremendous climb back through the field. As ever, Jacques thrived in the face of hardship, and came through smiling.

Didier Braillon



SURE, SURER, SUPER !

The Brazilian Grand Prix was not the first time Marc Surer, single-handed, has kept a team alive; it remains, however, like last year's race in Rio, one of the high points of this doughty Swiss driver's career. The net result may be but one meagre point; the value of that point to the Arrows team cannot be overestimated.

Think where he started. *"Arrows came to Brazil without having tested either car. Testing was planned for last week, when Alan Rees called me up and said there wasn't money and we couldn't test. So I got into the car without having driven an F1 car since December."*

Nor was it last year's car that Marc got into. *"It's different aerodynamically, we're on Goodyear tyres, all last year we fought oversteer, this year's the opposite. And then I was sick. Sick as a dog. Sid Watkins wouldn't let me practice. Bang went the testing programme we had planned. I had injections, pills, a stay in the track hospital and all I managed was a few laps.*

"Sunday morning I felt better. We had one of the better Cosworth engines, I was eighth fastest in the warm-up and I had some of Dungel's special bread in me: the first thing I'd eaten since Friday night.

"Luckily, I was fighting the whole race, so I wasn't dwelling on my problems. Fighting, I forget everything and just concentrate; that leaves no room for pain. I made one mistake in the middle of the race when I was behind Warwick and in front of Laffite. The car was over-braking and when I tried to close up on Warwick at the end of the straight, the brakes locked on me. I went off into dust and marbles."

The man is always modest, quiet, unassuming. And brave. He thinks he should have caught Tambay at the end, only the pits were telling him about Laffite and he was slow to realize Tambay was falling back. Still, he said, *"considering the way we came here, this has to be a good result.*

"Maybe it'll help us get some money. A blank white car may look nice, but it's unprofitable." His real satisfaction? *"I'm one of those who's happy with the regulations,"* said Marc. *"You can work the car better, the driver has more to do. Last year, the driver was lost, the wind tunnel decided."*

One last question was *de rigueur*. How would Surer react if Jackie Oliver's unlikely dream came true and Alan Jones returned to the track to drive alongside him? *"Frankly, it could only do us good,* answered Marc. *"It will help us with money, but even more important, it will be a help to me. I've never been in a team with one of the great drivers, which Alan surely is. A top driver might find solutions where I can't. Anyway, I'd just like to race with him. He'd be somebody to beat : the only man to retire on a victory!"*

Keith Botsford

THE JOLLY GREEN GIANT

The blues liked him, the yellows have taken him to their hearts. He's serious, he's willing, he's got a sense of humour. So Alain Prost's Number Two is not without his qualities; he has fast become a member of the family, a full member. And the mechanics have already nick-named him: the jolly green giant.

by Rob de la Salle

It is October. A long day's practice at le Castellet has just ended and the venue is now the bar of the Ile Rousse at Bandol. Alain Prost has made the [illegible] for a drink with [illegible] and makes a face. [illegible] Gérard Larrousse [illegible] at the [illegible] juice. Jean Sage, with his usual air of being faintly bemused, nibbles at a biscuit. Eddie takes advantage of this lull in the conversation to ask a question. You know it's a serious question because he goes it in English: "What's all this about a [illegible] driver?"

Larrousse and Sage look at each other. It is Jean Sage who answers: "*Nothing serious. Gérard has decided to let one or two young French drivers have a crack at the car this winter so that they can have a few practice sessions next season.*"

The Yank frowns: "*What kind of practice?*"

"*Oh, you know, routine testing, endurance... But nothing's been decided yet*". Eddie loses his cool. Back to English: "*No way, I'll do the long tests; I want to do as many as possible.*" A smile flits across Larrousse's face: a smile of satisfaction. He's made the right choice [illegible] days go by, he is [illegible] more convinced of that. Eddie is [illegible] with [illegible] at Dallas. Other [illegible] often [illegible] play on Patrick's [illegible]. The boys [illegible] reading it and grinning, they [illegible] to the appropriate words. That [illegible] of the thaw. It is the first time [illegible]

eaten together and Eddie is already a part of Renault.

The official part of the story had begun several weeks earlier, on a September day. Eddie Cheever had been a happy man: so much so that he was slightly embarrassed. That was in Milan, on the eve of practice for the Italian grand prix. He had just signed his contract with Larrousse. *"Yes, I was a little embarrassed,"* he was to say later. *"I never thought I would race for Renault. I thought John Watson was going to get the drive. I was happy as a clam. I wondered if I really deserved it, but I couldn't have been happier."*

Not at home with the yellow team? Didn't know if he deserved it? Let's go to his first visit to the factory at Viry-Chatillon. It was just a little before the Las Vegas grand prix. Slightly awkwardly, a mechanic comes up to him. He speaks for the whole team when he says: *"Welcome among us. Everybody is very happy you're here."* And three months later, when he gives his press conference at the beginning of the year, Larrousse emphasises the welcome Eddie had had: *"I was a little worried about who would replace René Arnoux. René had been with us a long time; he was an important part of the team. Despite that, Eddie adjusted perfectly. The mechanics like him, the engineers are delighted with his willingness. He is completely integrated into the family."*

You could say that Eddie got the welcome he deserved at Renault. It was he who created the esteem in which he is held. He had made the same quick adaptation at Ligier the year before. And this is how he explained it: *"The first thing I tried to do was to show everyone how willing I was to work. I came to all the testing sessions; I went wherever they said to go; I was always punctual and I put in a lot of effort."* He did exactly the same thing at Renault: the same enthusiasm, the same application, the same good will.

He came to Renault to break records. And the first record he broke was his work-rate; 144 laps of the 3.3 km circuit in a day: no Renault driver had ever done as much. Since then, he has repeated his efforts at Ricard and another long private series of tests with the team in Rio. They have all added lustre to his reputation: he is well-liked, he fits in, he jokes with everyone and it is as though he'd been there since the beginning of time. Mind you, he's not just a work-horse: he doesn't clock up laps just for the sake of doing so. It is serious work. *"At Renault you're squeezed like a lemon,"* says Eddie. Quick with the explanations for this apparently defamatory remark, Eddie says: *"When a discussion is over, there's nothing left to say. Everything has been said. Before, I would go back to my hotel saying to myself, well, I might have tried this or that, I ought to have said this or that. No more. Now, when I leave the circuit, everything's been gone through in detail, all the questions have been asked and all the answers given. It's all very professional."*

All's new, all's well. Language is no barrier, for Eddie's French is more than adequate for technical talk: with, of course, some oddities as his native English goes into French. On the other hand, Eddie admits being *"too lazy to improve my French. At the table I miss a bit."* Of course they're not going to make it easy for him! At dinner in Rio, Prost, Laffite and Sage displayed their profound knowledge of slang and left Cheever out in the cold.

But basically, *his joie de vivre* is obvious; and it makes everyone around him happy. He's like a child, as willing as any beginner; he's also ambitious, passionate and forever enthusiastic. *"In my whole career. I've never waited for the start of the season with as much impatience,"* he says. *"I wish it were tomorrow. I've never felt as ready, as well prepared. I have done a lot of testing, including some endurance testing, and I know exactly what I want to do; I know what tyres and what set-up I want for the suspension; I know how the car will react. It's a great feeling. There's nothing like it."*

What he likes best about his new home is the organization. *"It all works so well,"* he says. *"You start a day's work with well thought-out plans. At Ligier there was no continuity; you might take off in several directions at once. With Renault, you start at nine and you know what you're going to do and you do it until five in the afternoon. I like things that are well-structured; I like precision; I like organization."*

So it's euphoria. He puts it simply: *"I know I'm going to have a good season. Maybe even an excellent one."*

Of course it won't be that easy. There's already some grey mixed in with the pink. Will he win races? Yes he will. But not without first having overcome a few minor obstacles.

First he must learn to use his car better. As he says: *"I've still got a lot to learn about the turbo engine. Last year, there was no real hierarchy between the turbo engines, the Matra and the Cosworths. The Matra lacked power and was very greedy, and to go from the Matra to the Renault is like going from Formula Two up to Formula One. But I have to adapt myself to it better. Ours is a very supple engine, it's very easy. But there are curves on which the lag in response still bothers me. You have to drive it very cleanly, very smoothly. I'm not yet at maximum capacity: maybe two or three percent."*

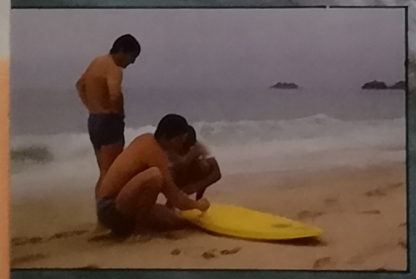
There are also things that can be improved in his relations with the rest of the team. Relations are fin[illegible]y're not yet intimate, as he explains: *"You can always tell your engineer how your car is behaving. He takes in 90% of what his driver tells him. It is the missing 10% that causes the problems, and that last 10% is hard to make up. Problems there are going to be, and they must be resolved. I've been in four teams in four years and it takes at least a year or two to get complete understanding with your engineers. Alain has an exceptional understanding with them; he's been there some time and he's a serious, hard worker. There is a kind of osmosis between them. I haven't reached that stage yet."*

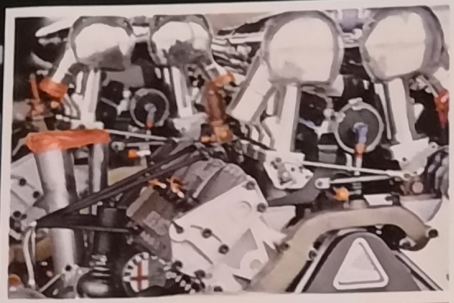
And there's another obstacle. He is still a Number Two driver. That's in black and white in his contract. Renault has had experience with this problem, and will Eddie be smart enough, if he's ahead of Prost during a race, to give up a possible victory? *"Thinking it out cold like that, the answer is yes, and I mean it."* But what will it be like in the heat of the moment? Will Eddie be generous enough to create an honest and full collaboration with his team-mate? *"Yes, if I'm sure that Alain and I get exactly the same equipment and help. If you don't get equal treatment, that sort of collaboration just isn't possible; each fights it out with the material at his disposal. I know that Renault will give us two identical cars. Under those conditions, Alain will have my complete co-operation."* At least that's an honest answer.

They might sound like harsh words, but if you look at Eddie today, you know he's full of enthusiasm. His mechanics call him *"Ch'suit vert"* (I'm green) because it happens to sound like Cheevaire (as the French would say it). To be green is to be young and ill-prepared. Eddie hasn't taken offence.

Just one day he was late. He'd come from Roissy to have a fitting for his seat at Viry-Chatillon. A light jacket, a pair of faded jeans, a smile on his lips, he looked like a schoolboy who'd played hookey. *"My plane was late,"* he said. *"Sorry. I wasn't driving it."* And everyone burst out laughing. Engaging young man, Mister Cheever.

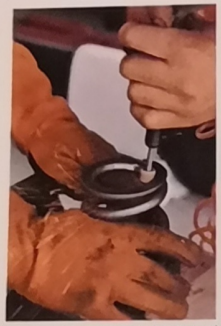
□





ALFA ROMEO EURORACING

183T/02: Andrea de Cesaris (I)
183T/03: Mauro Baldi (I)
183T/01: spare



From now on, the Alfa Romeos are racing under the aegis of Euroracing, Paolo Pavanello's team. The three cars in Brazil were of the 183T design and were directly descended from the model which appeared at Monza last year. That car, which has been rebuilt, will be used as the spare. An enormous amount of work has been carried out by Autodelta on the eight-cylinder turbo engine which will in future be equipped with turbochargers made by the Italian company Sylo. As far as the cars' specification is concerned, apart from the changes demanded by the new 1983 regulations, the cars have changed little since last season. Gerard Ducarouge claims that no wind tunnel tests have been carried out in the off-season and the 183Ts have shortened sidepods, similar at the back to the curved shape also seen on the McLaren. Its weight is said to be on the legal minimum, that is to say, 540 kilos. The Euroracing Alfa Romeos have Michelin tyres.

ARROWS-COSWORTH

A6/2: Marc Surer (CH)
A6/3: Chico Serra (BR)

Jackie Oliver's two new A6s, all white and lacking serious sponsorship had not turned a wheel before practising for the Brazilian Grand Prix. The monocoque takes a stage further the A5 model seen at the Swiss Grand Prix last year, but the aerodynamics are completely new: the small side-pods are rounded at the back, the rear engine cover is ultra short and the very long interior wing profiles go underneath the suspension. As we have said elsewhere, this team hopes, in the near future, to run Alan Jones although his return to Grand Prix racing depends on finding sufficient financial backing and on his recovery from the thigh injury he received in a riding accident. The Arrows are equipped with Goodyear tyres.

ATS-BMW

06/01: Manfred Winkelhock (D)

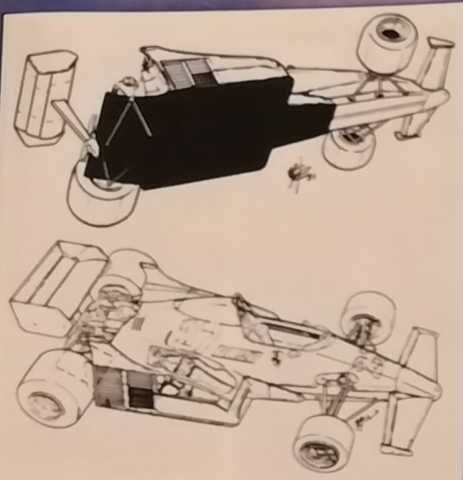
The latest BMW-engined ATS has been designed by Gustav Brunner who has returned to the team after a spell with Maurer's Formula Two team. The principal novelty was the car's one piece carbon fibre monocoque which was totally devoid of sharp edges, being completely rounded. The monocoque also forms part of the bodywork and the seat. The new car has a 220 litre fuel tank, and has suspension similar to last year's Brabham. It's a little heavier than the old HGS1, but much stiffer. Brunner has designed his own gearbox casing, a narrow unit similar to that which he designed for the Maurer. The ATS runs on Goodyear tyres.

BRABHAM-BMW

BT52/3: Nelson Piquet (BR)
BT52/2: Riccardo Patrese (I)
BT52/1: spare

The latest Brabham is without doubt the nicest looking and most elegant of the current generation of Grand Prix cars. It has been designed with safety in mind, for the front suspension is located in front of the driver's feet. The car's bodywork is arrow-shaped, but there are no side pods whatsoever. Gordon Murray has used much more carbon fibre in his latest creation, there being 60 per cent to last year's 20 per cent. The only piece of aluminium in the car's construction is a single section making up the floor in which carbon fibre is enclosed. The car's fuel tank is also made of carbon fibre and incorporates a roll-over bar. Brabham say that it has a 220 litre capacity, but the team's rivals believe it to be bigger. Brabham's trend-setting pull-rod suspension has been superseded by a pushrod version. The links now connect the bottom wishbone to the top of the shock absorber, whereas the links connected upper wishbone to bottom of shocker last year. Radiators are located at an angle although vertical in front of the rear wheels. Rear uprights are now cast instead of being fabricated as last year, while there is a new, very narrow gearbox. This has been made up from parts supplied by Hewland, Weisemann, Getrag and Alfa Romeo. Apart from its size, an added advantage of this gearbox is that ratios can be changed without removing the rear wing. Ex-ATS man Don Halliday has been working with Brabham since last December, and his boss in the design department, Gordon Murray, is pleased with the speed with which the car has been built. He started working in the wind tunnel on November 1, and work began on the car just two weeks later. The mechanics, however, found the car difficult to work on, with access to various parts of the car somewhat restricted. The Brabhams are to run on Michelin tyres.

Cockpits



FERRARI

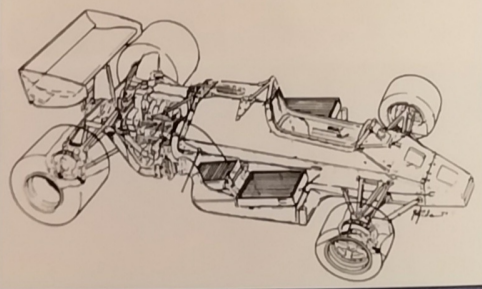
126 C2/065: Patrick Tambay (F)
126 C2/064: Rene Arnoux (F)
126 C2/063: spare

Both race cars were based on new monocoques. These were developed from last year's 126 C2 chassis, but there were a number of new parts used and the actual construction differed in a number of respects. This was true of the front suspension, for example, which was made out of all-new parts surrounding a new upright. Oil and water radiators were located in front of the rear wheels, mounted vertically, and Arnoux's car was fitted with a larger oil radiator. The side pods were relatively short and more rounded than those seen in Paul Ricard during testing two weeks earlier. The engine cover has been designed to facilitate air flow onto the rear wing, which is a conventional unit, and not the three stage version seen during testing. This was not used, possibly because its legality was in question. Improved torque had been gained from the engine, and Magnetti Marelli and Weber are currently working on a new injection system which will increase power but lower fuel consumption. The Ferraris' greatest problem at Rio was the air temperature, because the heat exchangers are mounted very close to the ground. On Saturday, the drivers were able to make their own checks on the inlet and outlet heat exchanger temperatures by means of pressure gauges placed above the mirrors. The Ferraris were fitted with Goodyear tyres.

LOTUS-RENAULT AND - COSWORTH

93T/1: Elio de Angelis (I)
92/10: Nigel Mansell (GB)
92/05: spare

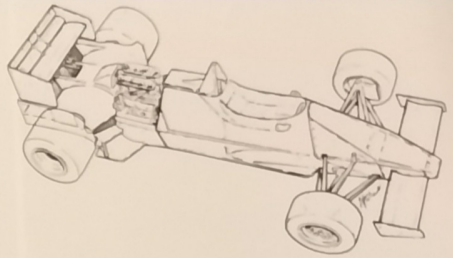
The 93 T is the car fitted with a V6 Renault engine, but its actual installation is subject to the contract signed by the to companies last year, a clause included to ensure immediate efficiency. Later, Lotus will be allowed to vary the installation of various engine accessories. The carbon fibre 93T is constructed by a new process, using prefabricated parts and then bonding them together. This has allowed for a lighter monocoque than that used last year, even though it is bigger. It has a larger fuel tank too, topped by an angular engine cover, while two little fins have been added at the back of the car to aid air flow. The Cosworth-engined cars, continuing a tradition that Lotus cars be fitted with the V8 first seen in a Lotus at the 1967 Dutch GP, were fitted with similar bodywork. Both chassis, 10 and 05, were used last year, the more recent being that which was fitted with the pullrod-type suspension. This system was once again in use, requiring 05 to be modified but in a way which made it different to 10. The latter had a hydraulic correction system which was adjusted from outside the car before it left the pits. But this system was complicated and didn't appear to work properly. The Lotuses were fitted with Pirelli tyres.



LIGIER-COSWORTH

JS21/04: Jean-Pierre Jarier (F)
JS21/03: Raul Boesel (BR)
JS21/02: spare

All three JS21s were based on the JS19 which Jean-Pierre Jabouille designed last year, but otherwise the cars were totally different. The team is also much different: gone are Talbot, Jabouille and the Matra engines, the latter being replaced by Cosworths as Ligier and Matra could not come to a suitable agreement for the use of the V6 Matra turbo. Back in the team was Hervé Guilpin who had left Osella to return to the team that he joined when Patrick Depailler was driving for them. The most original feature of the JS21 was its Citroën-derived suspension system which adjusted the car's ride height with remarkable ease. The team had worked hard in the Saint Cyr wind tunnel, and had come up with three air channels over the rear of the car, the first passing over the little engine cover and into the oil radiator; the second cooling the water radiators; and the third flowing under the car and being channelled into outflow sections. But as some people suspected, the team had problems with their cooling in the Rio heat, and the engine cover had to be removed in practice. Both race cars were fitted with new wing sections *à la* Toleman across the engine on Saturday morning. These had been the subject of considerable discussion as to whether they conformed to the regulations, but they were ultimately blessed by the local officials. The Ligiers ran on Michelin tyres.



Cockpits

MCLAREN-COSWORTH

MP4-1C/06: John Watson (GB)
MP4-1C/07: Niki Lauda (A)
MP4-1C/05: spare

Like the Brabhams, the McLarens are very safe. In fact the McLarens have added protection thanks to a decision to retain side pods which are so strong and effective in case of an accident. Under its conventional outer skin, the MP4-1C has very different aerodynamics thanks in particular to a very detailed rear end. This centres on curved bodywork around the rear wheels, the result of extensive research at Imperial College in London, where McLaren used their own rolling road which is said to be even more sophisticated than Williams'. McLaren has come to the same conclusion as Brabham on the suspension front, using the pushrod system already described. French-made carbon fibre SEP disc brakes were cooled by aerodynamic air scoops of the same material. Ferrari's Mauro Forghieri was full of admiration for the McLaren, and was only sorry that it would be impossible to do the same thing with a turbo-powered car. McLaren had trouble during scrutineering because the bottom part of a side pod extended below the regulation limit. But McLaren had already taken precautions in case they were picked up on this point and had parts in stock for rapid modification, although this cost them slightly on the aerodynamic front. McLaren is among the teams using the latest Cosworth DFY short stroke engines, and the cars were using Michelin tyres.

RAM-MARCH-COSWORTH

RAM 01/1: Eliseo Salazar (RCH)

March have their own plans for later in the year, so John MacDonald has reverted to his team's former name, RAM, with which to undertake a rather less ambitious programme than last year. Only one car was in Brazil. The second will be driven by Frenchman Jean-Louis Schlesser as from the French GP onwards. The Dave Kelly-designed RAM01 is derived from last year's March 821, although the chassis has been modified, stiffened and fitted with front suspension of the pushrod type, while the rear suspension has also been modified. The original bodywork incorporates two long rear profiles, ending in the rear wing. The rear end shape results in two air flows, one intended to extract hot air after cooling the radiators found at the back of the car. RAM's cars are back on Pirelli tyres.

OSELLA-COSWORTH

FA1D/01: Corrado Fabi (I)
FA1D/02: Piercarlo Ghinzani (I)

Osella O1 is the car that was used for winter testing, while 02 is an entirely new car. Tony Southgate is the team's new design-consultant, and he had stiffened the 1982 monocoques, redrawn the suspension and changed the rear uprights. The Osellas had long side pods for normally aspirated engined cars, while the bodywork was particularly significant for deep side wings supporting the rear wing, and integral rear brake air scoops. From the French Grand Prix, Southgate will be seen more often at races, but for the moment he is designing a new monocoque which will be powered by Alfa Romeo's normally aspirated V12 engine. Even so, Osella has ordered a new Cosworth DFY engine. The Osellas run on Michelin tyres.

RENAULT

RE30C/12: Alain Prost (F)
RE30C/11: Eddie Cheever (USA)
RE30C/10: spare

Renault entered R30Cs, based on last season's RE30B, because the new RE40 with a carbon fibre monocoque is not expected to race before the French Grand Prix. The 11 and 12 chassis are new, their uprights front and rear made respectively of cast magnesium and fabricated, are those of the RE40 and their brakes are from the Italian Brembo company. Carbon fibre discs were tried on Prost's car on Friday morning, but were later removed. As for the engine, the inlet manifold between the turbocharger and the engine has been redesigned, the electronic injection pump has been made more reliable and above all, a water injection system similar to that seen last year on the Ferrari and the Brabham, has been introduced. It is expected to result in a lowering of temperature and therefore improved reliability, reduced throttle lag and lower fuel consumption.

THEODORE-COSWORTH

183/17: Roberto Guerrero (COL)
183/18: Johnny Cocotto (YV)

Ensign and Theodore have merged and Morris Nunn's cars, designed by Nigel Bennett, will in future carry the name of their patron Teddy Yip's team. The old MN 16 chassis has been left in England and the two cars on hand had new monocoques, still constructed of a combination of carbon fibre for the upper part. The suspension is more or less the same as last year, but the front track is wider. Four days' work in a wind tunnel in Southampton and at MIRA (which were followed by three days devoted to the future CART car) resulted in new under-car profiles in carbon fibre and a slight shortening of the sidepods. One thing that is causing problems right now is the fact that Theodore have not yet combined their workshops with those of Morris Nunn, which means that the work is a bit spread out. But this should be put to rights fairly soon. The Theodores are equipped with Goodyear tyres.

Cockpits

TOLEMAN-HART

TG183B/02: Derek Warwick (GB)
TG183B/01 Bruno Giacomelli (I)

The monocoque intended for Warwick, the second to date, is more advanced than the initial model destined for Giacomelli. Based on the TG183 seen at Monza last year, the TG183Bs with their carbon fibre tubs are the most original cars in the field, their radiators mounted together in the nose and their two back wings joined. The first of these, placed above the engine, is 140 cms. wide. This design so puzzled FISA's technical that they left local officials to judge. They ratified the design. All that is left from last year is the lay-out of the turbos and suspension. Rumour has it that Brian Hart is currently studying a new engine, a six-cylinder turbo. The Toleman-Harts are fitted with Pirelli tyres.

WILLIAMS-COSWORTH

FW08C/07: Keke Rosberg (SF)
FW08C/08: Jacques Laffite (F)
FW08C/06: spare

The FW08Cs are based on last year's model, but the 07 and 08 tubs were new for the race. The aerodynamic tests carried out in Frank Williams' 1/4 scale wind tunnel resulted in cars fitted with ultra-short sidepods; aerodynamicist Frank Dernie in fact thinks that long sidepods without skirts are dangerous, because if the car's nose lifts off the ground, the car risks taking off. The front and rear suspension is new. The latter has very narrow wishbones for aerodynamic reasons, while the rear wing is very similar to the one designed for the FW06 before ground effect became the trend. The weight advantage gained through the loss of skirts, and the shortening of sidepods and radiator hoses, (because the radiators have been moved back closer to the engine), is thought to be about thirty kilos. All in all, it is expected that the FW08C will be able to get down to 500 kilos. The Williams team is among those that have received short stroke Cosworth DFYs and has Goodyear tyres.

TYRRELL-COSWORTH

011/6: Michele Alboreto (I)
011/2: Danny Sullivan (USA)
011/5: spare

The three Tyrrells are based on the same chassis as last year, but the team has carried out a lot of development over the winter. The sidepods have been made as small as possible and the rear suspension, which is completely new, has been fitted with shorter, narrower uprights to raise the height of the lower wishbones and free the underneath of the car. Since testing on March 3,4 and 5, the Olls have undergone various modifications, and on Friday morning the spare was fitted with a new rear track, narrower by ten cms. The forward mounted rear wing, which is 140cms wide, and was seen at Ricard this winter, was not brought along. The Tyrrell team is reported to have ordered a short stroke Cosworth DFY and has Goodyear tyres.

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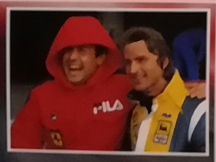

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